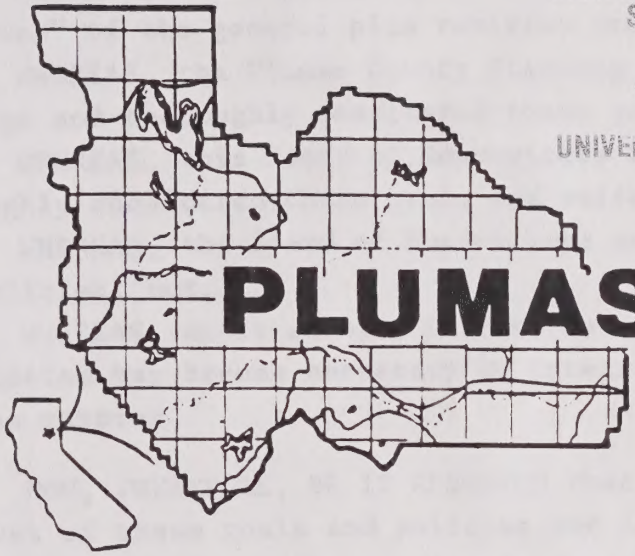


PLUMAS COUNTY

GENERAL PLAN

1984

RESOLUTION NO. 81 - 3402

(Re: General Plan Revision Process -- Part 1 -- "Goals and Policies.")

WHEREAS, the County of Plumas is endeavoring to revise its general plan; and,

WHEREAS, a set of "goals and policies" was drawn up by a citizens advisory committee over many months of hard work; and,

WHEREAS, these goals and policies are commonly referred to as "Part One" of the general plan revision process; and,

WHEREAS, the Plumas County Planning Commission has held public hearings and thoroughly considered these goals and policies; and,

WHEREAS, this Board of Supervisors has held hearings and thoroughly considered these goals and policies; and,

WHEREAS, the Board of Supervisors now approves of these goals and policies, but,

WHEREAS, minor changes in Part One that cannot now be reasonably anticipated may become necessary to integrate Part One with Part Two and the mapping,

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors approves of these goals and policies and indicates its intention to adopt said Part One with any changes that become necessary when it formally adopts the new general plan.

BE IT FURTHER RESOLVED that the goals and policies shall be used as a basis to continue the revision process of the general plan.

BE IT FURTHER RESOLVED that a copy of Part One be attached to this resolution and is hereby incorporated by reference.

BE IT FURTHER RESOLVED that these goals and policies are adopted as a basis to continue the general plan revision process only, and that they shall have no other force and effect unless and until the new general plan is formally adopted.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Plumas, State of California, at a regular meeting of said Board held on the 3rd day of February 1981, by the following vote:

AYES: Supervisors: Coates, Ross, Pricer and Wellenbrock

NOES: Supervisors: Papenhausen

ABSENT: Supervisors: None

Jessie Wellenbrock
Chairman, Board of Supervisors

ATTEST:

County Clerk and ex-officio Clerk
of said Board of Supervisors

RESOLUTION No. 84 - 3801

(Amending and Adopting Housing, Safety, Circulation, Noise, Land Use and Conservation Elements of the General Plan, Countywide; and Adopting Minor Wording Changes in General Plan Text.)

WHEREAS, the County of Plumas has been proceeding with amending its General Plan; and,

WHEREAS, the amended elements adopted today and the actions taken today are consistent with EIR No. 39,

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Plumas, State of California, that amendments to Housing, Safety, Circulation, Noise, Land Use and Conservation are hereby adopted along with minor wording changes in the General Plan Text. The amendments adopted today, along with the amendments adopted on June 14, 1983 by Resolution No. 83-3668 and the amendments adopted on December 20, 1983 by Resolution No. 83-3721 compile the Plumas County General Plan. Any prior actions or documents not referred to in this resolution are hereby rescinded, including but not limited to: Community Park Element and Recreation Element. These amendments are contained in the documents consisting of General Plan Text, Appendices I, II, III, IV, and Plumas County General Plan Maps, depicting policies, opportunities, mitigatable and non-mitigatable constraints, and EIR No. 39. This board hereby acknowledges that the Planning Director has prepared a document known as Planning Law Analysis and Test Organizer (PLATO), which is filed with the County Clerk and is hereby incorporated by reference and made a part hereof.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Plumas, State of California, at a regular meeting of said board held on the 11th day of September, 1984, by the following vote:

AYES:	Supervisors:	Papenhausen, Glines, Pricer, Coates and Ross
NOES:	Supervisors:	None
ABSENT:	Supervisors:	None

ATTEST:

County Clerk and ex-officio Clerk of said Board of Supervisors

Leonard Ross
Chairman, Board of Supervisors

APPENDICES

TABLE OF CONTENTS

INTRODUCTION TO THE GENERAL PLAN

Explanation and Use

The Plumas County General Plan, a single text and area maps, incorporates all the element requirements of California Government Code Section 65300 et al. The document provides goals relating to protection and utilization of resources, development consistent with service levels, and constraints to development based upon localized situations.

The base land use map establishes resource areas and development areas: residential, commercial, industrial and multiple family. The maximum density of development is provided with projected population density for each land use category based upon historical evidence of persons per occupied household (1980 Census). The maximum densities may be reduced by the overlaying mitigable constraints described in the text and shown on overlay maps. These mitigable constraints are reflections of goals which must be respected, normally requiring modification in development standards or placement of structures.

Any proposed land use must be compared with the entire general plan to determine if the project is consistent with the basic land use designation and the project as designed does not adversely affect an overlaying constraint. A determination that the project is consistent allows approval by a single agency administrative review process.

LOCATION OF ELEMENT COMPONENTS

LAND USE ELEMENT

1. General distribution, location and extent of uses of land for housing, business, industry, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and areas subject to flooding.

A. Location

1. Housing

General Plan Text - Pages 14 and 15, Timber Resources - Diagram Directive

General Plan Text - Pages 20 and 21

General Plan Land Use Maps (Base)

2. Business

General Plan Text - Pages 27 and 28

General Plan Land Use Maps (Base)

3. Industry

General Plan Text - Page 28

General Plan Land Use Maps (Base)

4. Open Space

General Plan Text - Page 12 (density transfers in sensitive soil areas); 12, 13 (density transfers in Important Habitat Areas); 18, 19 (primary floodplains); and 20 (density transfers in Scenic Areas).

5. Public Buildings and Grounds and Education

General Plan Land Use Maps (Base)

6. Solid and Liquid Waste Disposal Facilities

General Plan Land Use Maps (Base)

7. Areas Subject to Flooding

Land Use Maps

Constraint Maps

General Plan Text - Pages 18 and 19

Technical Study

B. Extent of Uses

1. Housing

General Plan Text - Pages 21 thru 25

2. Business

General Plan Text - Pages 27 and 28

3. Industry

General Plan Text - Page 28

4. Open Space

General Plan Text - Pages 12, 13, 18, 19 and 20

5. Public Buildings and Grounds and Education

As specifically indicated on land use base maps

6. Solid and Liquid Waste Disposal Facilities

As specifically indicated on land use base maps

7. Areas Subject to Flooding

General Plan Text - Pages 18 and 19

2. Standards for Population Density and Building Intensity

Each area base land use map, as part of the legend, provides the designed population density--with the potential number of people within each opportunity area--adjusted to reflect the local characteristics (1980 Census) of 2.61 people per occupied household, which designed population density and potential number of people are further adjustable to reflect the local 68% occupancy rate (due to seasonal population).

Building intensities are provided within the text for each opportunity area by limiting lot sizes and residential units per acre.

Potentially mitigable constraint areas where a specific degree of building intensity would have a detrimental impact require transfer or development limitation in order to mitigate such impacts.

Additional direction is provided on the land use maps, which require further standards to be consistent with the local fire jurisdiction's capability. Lot coverage, building height, building spacing, types of building and uses permitted shall be specifically established by the zoning enabling ordinance, which standards shall be based upon consideration of fire fighting capability, aesthetics, drainage conditions, public safety, public health and other pertinent factors.

OPEN SPACE ELEMENT

1. Plans and measures for the preservation and production of open space.

A. Natural Resources Preservation

General Plan Text - Pages 12 and 13

General Plan Constraint Map (Wildlife)

General Plan Text - Page 13 (Wetlands)

B. Natural Resources Production

General Plan Text - Pages 13, 14 and 15

General Plan Land Use Maps (Base)

C. Outdoor Recreation

General Plan Text - Pages 29 and 30

General Plan Land Use Maps (Base)

D. Public Health and Safety

General Plan Text - Page 12 (Soils)

Sensitive Soils Constraint Map

General Plan Text - Pages 18 and 19 (Flood)

General Plan Land Use Maps (Base)

2. Local Action Plan

A. Natural Resources Preservation

General Plan Text (Land Use Management) - Pages 12 and 13

B. Natural Resources Production

General Plan Text (Land Use Management) - Pages 14, 15 and 16

C. Outdoor Recreation

General Plan Text (Land Use Management) - Pages 29 and 30

D. Public Health and Safety

General Plan Text (Land Use Management) - Page 12 (Soils); 18 and 19 (Flood)

3. Inventory of Open Space Areas

A. Natural Resources Preservation

General Plan Text - Pages 12 and 13

General Plan Constraint Map (Wildlife)

General Plan Text - Page 13 (Wetlands)

B. Natural Resources Production

General Plan Text - Pages 14, 15 and 16

General Plan Land Use Maps (Base)

C. Outdoor Recreation

General Plan Text - Pages 29 and 30

General Plan Land Use Maps (Base)

D. Public Health and Safety

General Plan Text - Page 12 (Soils)

Sensitive Soils Constraint Map

General Plan Text - Pages 18 and 19 (Flood)

General Plan Land Use Maps (Base)

SEISMIC SAFETY ELEMENT

1. Identification of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failure or to effects of seismically induced seiches.

General Plan Text - Pages 16 and 17

Constraint Map

Technical Study

2. Mudslide, landslide. and slope stability

General Plan Text - Pages 15 and 17

Constraint Map

Technical Study

3. Appraisal of Seismic Hazards

Report on the Land Use Constraint Mapping Program

(Technical data incorporated by reference)

SCENIC HIGHWAY ELEMENT

Development, establishment and protection of scenic highway corridors.

Appendix I, Plumas County General Plan Scenic Areas Text, expands and provides the standards for development generally discussed on Page 20 of the General Plan Text.

1. Establishment

Scenic Areas Text

General Plan Land Use Maps (Base)

2. Regulations of Land Use Density

General Plan Land Use Maps (Base)

3. Land and Site Planning

Scenic Area Text

4. Control of Outdoor Advertising

Scenic Area Text

5. Control of Earthmoving and Landscape, and the Design and Approval of Structures and Equipment.

Scenic Area Text

HOUSING ELEMENT

Conformance with State Housing and Community Development

Approved by Housing and Community Development October 19, 1984

NOISE ELEMENT

1. Quantified community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity.

General Plan Text Noise - Pages 30 thru 33

Constraint Map

2. Sources of environmental noise from highways, freeways, County roads, railroads, airports, local industrial plants and others.

General Plan Text Noise - Pages 30, 31 and 32

Land Use Maps (Base)

Constraint Map

3. Community Noise Exposure Inventory

General Plan Text Noise - Page 32 and Table III, Page 36

4. Mitigation Measures

General Plan Text Noise - Page 37

5. Integration

The mitigation measures on Page 37 establish specific guidance for zoning and land use.

The mitigation mreasures on Pages 30, 31, 32 and 33 establish specific guidance for circulation (traffic activity and roads).

SAFETY ELEMENT

Protection of the community from fires and geologic hazard, including features necessary for such protection as:

1. Evacuation Routes

General Plan Text - Pages 17, 18 and 19

2. Peak Load Water Supply Requirements

General Plan Text - Pages 18, 19, 22 (Peak water supply requirements)

3. Minimum Road Widths

General Plan Text - Pages 17 and 18

4. Clearances Around Structures

General Plan Text - Page 18 (Spacing)

5. Geologic Hazard Mapping

Constraint Map

CONSERVATION ELEMENT

Utilization, conservation and development of natural resources which include:

1. Water and its hydraulic forces

General Plan Text - Pages 15 and 16

2. Forests

General Plan Text - Pages 14 and 15

General Plan Land Use Maps (Base)

3. Soils

General Plan Text - Page 12

General Plan Land Use Maps (Base)

4. Rivers and Other Waters

General Plan Text - Pages 11 and 12

Constraint Map

5. Wildlife

General Plan Text - Pages 12 and 13

Constraint Map

6. Minerals

General Plan Text - Page 15

Land Use Maps (Base)

CIRCULATION ELEMENT

1. Inventory

An inventory and data analysis is contained in Appendix II.

(Regional Transportation Plan and State Transportation Improvement Plan)

2. General location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities.

Discussion General Plan Text - Pages 26 and 27

Land Use Maps (Base)

The Plumas County General Plan establishes both opportunities for development and constraints against development.

Four different "constraints" are provided for. They are:

1. Natural resources, which include:
   a. Sensitive water areas
   b. Sensitive soils areas
2. Resource production, which includes:
   a. Agriculture and timber production areas
   b. Prime mining resource production areas
3. Safety, which includes:
   a. Geologic hazards
   b. Fire hazards
   c. Flood hazards
   d. Airports
4. Scenic areas

Definitions of each of these "constraints" are established in the general plan.

These constraints are divided into two categories: Those for which it has been decided, depending on the facts of a particular case, that there might be feasible and desirable "mitigations" which, when used, could permit development. These are called "potentially mitigable constraints." The second type of constraints are those for which it has been decided that either there are no possible mitigations, or if they do theoretically exist, it has been decided that they are not desirable. These are called "non-mitigable constraints."

The constraints are broken down into these sub-categories below:

Potentially Mitigable Constraints	Non-Mitigable Constraints
Sensitive water areas	Important agricultural areas
Critical water supplies	Important timber resource areas
Unstable slopes and sensitive soils areas	Prime mining resource production areas
Important wildlife habitat	Agricultural preserves
Areas of unstable geologic conditions	
High fire hazard areas	
Airport zone of influence	
Important scenic areas	
Flood hazard areas	

In addition to designating certain areas in the County as constraint areas, the general plan also designates certain areas as "opportunity areas." Opportunity areas are divided into three sub-categories: prime, moderate and limited. But all three share two things in common. First, they do not lie in an area that has a non-mitigable constraint. Second, the people of Plumas County, through their elected representatives, have decided that they want development in these areas. The extent of development to be permitted depends on which sub-category the land falls into, i.e., prime, moderate or limited. Permitted densities and intensities for each type of opportunity area are set forth in this general plan. The general plan planned maximum population density is based upon a historical pattern of 2.61 persons per occupied household considering full occupancy. The historical occupancy rate is 68% County-wide.

Certain standards for development are also set forth. These standards relate principally to the availability of governmental services and the quality of the roads. Higher densities and intensities of development require better governmental services and better roads.

It is important to understand that opportunity areas are those areas where the County has decided to grow. The development standards contained herein are not definitions of what constitutes an opportunity area. In other words, the County may decide that it wants to limit growth in a certain area, even though good roads and governmental services already exist. Therefore, a piece of land will not be automatically redesignated as a higher kind of "opportunity area" simply because an applicant is willing to provide the roads and services. In this way, growth will occur where the County wants it to occur, and not where it doesn't want it to occur.

Certain lands will have a potentially mitigable constraint "overlaying" an opportunity area. In these cases, any proposed development must conform not only to the development standards applicable to the opportunity area, but it must conform to the mitigations required by the overlaying constraint, as well. If, in a particular case, the proposed development cannot conform to the mitigations, the development will not be permitted.

These "mitigations" are the policies found under the heading of "land use management" in each of the sections of the general plan dealing with a particular constraint.

In certain cases, there will be more than one constraint overlaying the same piece of land. All mitigations required by each constraint must be

adhered to in these cases. In certain cases, the combination of mitigable constraints will be impossible to comply with, thus precluding development.

In addition to constraints and opportunities, this general plan includes some additional policies that are neither opportunities nor constraints. These relate to transportation, commerce, industry, historical areas, and recreation.

Definition of Development

Where the term "development" is used, it shall mean lot creation. In specific instances where lots are not created due to alternative methods of subdivision (i.e., condominiums), such activity shall be considered "development." Where multiple family, commercial or industrial land uses are permitted in prime opportunity areas, utilization of the parcel for the intended purpose shall be considered "development."

Definition of Diagram Directive

The term "Diagram Directive" as used in the general plan text means that a certain issue be specifically identified on the land use or constraint maps. Once identified these topics will be periodically reviewed and amended as community values change or new information becomes available which would clarify an original conclusion.

Density Transfers

Under certain land use management portions of this General Plan, the term "density transfers" is used. A density transfer permits the redistribution of lot sizes and building sites.

Density transfer is a mitigation which cannot be used to increase density in non-mitigable constraint (Resource Production) areas.

Transfer of density into an Agricultural Buffer Area is contrary to the purpose as a buffer to an Agricultural Production Area needed to separate inherently incompatible uses. Density transfer within an Agricultural Buffer area may be possible.

When a density transfer results in the maximum density of an opportunity area being exceeded, the development standards applicable to that opportunity area shall be of the densest opportunity area from which any of the density is derived.

Relationship to the City of Portola

The City of Portola is the only incorporated city within Plumas County. Integrated into the general plan adoption process was a constant respect for the City's Sphere of Influence. The Sphere was the guiding factor in determining prime expansion areas around the City which will preserve lands in large ownerships to facilitate development upon annexation

CONSTRAINTS

NATURAL RESOURCES

Goal

Provide development opportunities while preserving, for continued utilization, the natural resources of Plumas County on a county-wide basis.

SENSITIVE WATER AREAS (LAKES, RIVERS AND STREAMS)

Diagram Directive

Identify "sensitive water areas" which shall include important fish and wildlife habitat, surface waters and watersheds which are sources of water supplies, and recreation water areas.

Land Use Management

Require erosion control and runoff evaluation for all developments so as to ensure maintenance of water quality and fish and wildlife habitat.

Require developments within sewer districts to connect to the community sewer system.

In the event that there is not sufficient excess capacity within the community sewer systems to accommodate the proposed development or adequate safeguards to preclude discharge into sensitive water areas and to meet the district's other commitments, individual sewer disposal systems (septic tanks) can be permitted if the local health standards and the standards of the State Water Quality Control Board can be met. In the event individual disposal systems are permitted, "sewer easements" shall be required. The requirement for sewer easements can be waived if it is determined that by virtue of topography or other circumstances there is no possible need for leaving open options for extending sewer lines through the development to serve other lands in the future.

SENSITIVE WATER AREAS - CRITICAL WATER SUPPLIES

Identify known "critical water supplies." The designation of critical water supply shall be based on an existing or potential overdraft. Critical water supplies include subsurface and surface waters.

Land Use Management

In agricultural areas, require those non-agricultural uses which are large water users to use water other than "critical water supplies," if such an alternative is available. If no such alternative is available, require non-agricultural users to provide a reclamation plan which will regenerate the water supply source without loss of water quality or water quantity. Limit development to preclude overdraft of groundwater sources where such potential has been determined.

SOILS

Diagram Directive

Identify unstable slopes and "sensitive" soils areas. Sensitive soils areas shall be designated on the basis of erosion potential and/or high groundwater levels and/or lack of suitability for septic tank usage where community sewers are not available.

Land Use Management

Limit the intensity and density of development on unstable slopes and sensitive soils areas to the levels needed to eliminate hazards to public health and safety.

Permit density transfers as a means of limiting the intensity of development on unstable slopes and sensitive soils areas.

WILDLIFE

Diagram Directive

Identify "important wildlife habitats." "Important wildlife habitats" are those areas within the geographic range that provide all three of the essential habitat components (food, water, and shelter) in high quality where a species is found. If the general geographic range where a species is found is limited, the entire range may be identified as an "important wildlife habitat." If a certain species is in limited abundance, including but not limited to endangered species, the entire range where this species is found may be classified as an "important wildlife habitat."

Identify "important wildlife migration routes."

Land Use Management - Important Wildlife Habitat Areas

Restrict the density and intensity of development in important wildlife habitat

areas to the extent needed to avoid significant interference with the habitat. These restrictions shall include, but not necessarily be limited to, large parcel sizes, building setback lines, and open space corridors.

Within Important Wildlife Habitats, require on-site analysis and incorporation of all necessary mitigation measures into project design. In all other areas, adopt mitigation measures unless overriding social or economic factors are identified.

Within the Lake Davis Deer Fawning Area, establish a 20-acre minimum parcel size until a compensating area is provided, whether naturally or artificially, within the Lake Davis subunit range.

Require developments to retain or replace streamside vegetation along stream corridors which provide important habitats for fish and wildlife.

The diversion, concreting or by other means reestablishing or changing the course of stream corridors which provide important habitats, shall not be permitted for the purpose of facilitating new developments. This policy is not intended to affect the cleaning of stream channels to avoid the flooding or erosion of existing developed lands.

Permit density transfers as a means of limiting the intensity and density of development in important wildlife habitats.

Land Use Management - Important Wildlife Migration Routes

Prohibit substantial interference with important wildlife migration routes.

Permit density transfers as a means of protecting important migration routes and habitats where such transfers will not adversely affect the adjacent important wildlife area due to spill-over effect.

Diagram Directive

Identify "significant wetlands." Wetlands are those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.

Land Use Management - Significant Wetlands

Prohibit alteration of the natural characteristics of wetlands by any activity.

RESOURCE PRODUCTION

Goal

Identify and protect for present and future utilization commercially viable resource production areas with safeguards for the surrounding lands and the environment.

AGRICULTURAL PRODUCTION AREAS

Diagram Directive

Identify areas which are suitable for inclusion within "agricultural preserves" as defined by the Williamson Act (Stats. 1965, ch. 1443, as amended. Currently codified as Gov. Code §§ 51200, et seq).

Identify "important agricultural areas." Important agricultural areas shall be identified by considering soil type (i.e., fertility), water availability, length of growing season, and the pattern of large parcel sizes. Important agricultural lands include range lands with a carrying capacity of 8-acres animal month as well as irrigable lands. Important agricultural lands shall not include lands identified as suitable for inclusion within the Williamson Act.

Land Use Management

Require minimum parcel sizes consistent with the Williamson Act requirements for those lands identified as suitable for inclusion.

Require minimum parcel sizes of 40-acres in important agricultural areas.

Lands designated as "important agricultural" solely based upon range land criteria shall be appropriately redesignated by General Plan Amendment upon a verified analysis showing incorrect carrying capacity data when originally designated.

TIMBER RESOURCE AREAS

Diagram Directive

Identify "important timber resource areas." These shall be those areas classified as Site I, II and III under the Dunning Timber Site Classification System. Timber Sites IV and V may be identified as important timber resource areas if they are part of a timber management unit. Timber Site III may be identified as an opportunity area if it is not part of a timber management unit, not in TPZ, and if it is accessible by a maintained year-round public road and if it can be shown that the economic, social and environmental benefits of development are

greater than the benefit that would be derived from leaving the land in timber production. Timber Site I, II and III lands, which are within one mile of an area serviced by all the services required for prime opportunity areas and are not designated TPZ, may be designated opportunity areas. If the majority of a land ownership is within the above-referenced mile, the remainder of the property may be included in the opportunity area.

Land Use Management

Require minimum parcel sizes of 40-acres in important timber resource areas.

MINING

Diagram Directive

Identify "prime mining resource production areas." These are defined as those areas where accessibility, surrounding land uses, and environmental setting will permit extraction of materials without major adverse environmental impacts. Prime mining resource production areas include geothermal resources. Visual impacts of the operation will be a consideration in identifying prime mining resource production areas.

Land Use Management

Permit the extraction of materials and geothermal development from prime mining resource production areas through a permit process that provides for a case-by-case administrative review. The administrative review process may involve public notice, and shall contain conditions of approval necessary to mitigate adverse environmental impacts. In the event that certain impacts cannot be fully mitigated, the activity may still be permitted upon a finding of greater social or economic benefit to the County.

Within prime mining resource production areas, permit no use of the land which will preclude the use of the land for extraction of materials. Extraction of mineral resources, including geothermal resources and hydraulic forces of water, shall not necessarily be limited to prime mining resource production areas.

HYDRAULIC FORCES OF WATER

Goal

To encourage the utilization of water for hydroelectric generation as a resource use to meet the energy and economic needs of the County which shall be permitted in prime mining resource production areas and may be permitted in all other land use areas.

To insure that hydraulic facilities protect constraint areas and off-site opportunity areas.

Land Use Management

Permit hydroelectric generation facilities through a permit process that provides for a case-by-case administrative review. The administrative review process shall impose conditions of approval necessary to mitigate adverse environmental and social impacts and, for the establishment of hydroelectric generation facilities in non-prime mining resources production areas, shall involve public notice.

Establishment of hydroelectric generation facilities must respect and protect the integrity of the opportunity and constraint areas where it is established.

Establishment of dams, impoundment facilities, pipelines, hydroelectric facilities, and related structures shall not be considered "building construction" as used in the General Plan, primary flood hazard areas, and not subject to building exclusion provisions required within scenic corridors. The specific standards for land development and specific land use protection measures established within each planning unit (see Appendix I, Scenic Areas) shall be addressed in the administrative review process. Where economically feasible, such standards and measures shall be complied with.

Allow the establishment of hydroelectric facilities where such will not adversely alter off-site historical flood patterns.

RESOURCE TRANSPORTATION

Diagram Directive

Identify "resource transportation routes." Resource transportation routes are those roads which provide primary access to timber and mining resource areas.

Land Use Management

Protect resource transportation routes by requiring development to provide alternate access routes, limited access or otherwise ensure continued access to resources.

SAFETY
(INCLUDING GEOLOGIC, FIRE, FLOOD HAZARDS)

Goal

Insure that the location, density, and intensity of development is done so as to achieve reasonable safety from natural and man-made hazards, and that natural resources are protected.

GEOLOGIC HAZARDS

Diagram Directive

Identify "areas of unstable geologic conditions," which include: active faults, landslides, and areas of potential ground failure (liquefaction, mudslides, subsidence, and erosion).

Land Use Management

Limit the density and intensity of development in areas of unstable geologic conditions to the levels needed to eliminate hazards to public health and safety.

Require detailed engineering studies and mitigation measures before approving development within an area of unstable geologic conditions so as to preclude hazards to public health, safety, and general welfare.

Require a minimum of two roadway access points, each maintained on a year-round basis by either the County or the State. Limit the steepness of roadway grades and the length of dead-end streets and cul-de-sacs to levels required to ensure reasonable public safety.

Provisions for two access points may be part of an overall precise planned roadway alignment; however, where the two access points are to be provided in the future, interim provisions must be acceptable to the responsible fire authority.

FIRE HAZARDS

County-wide Minimum Road Standards

The following minimum road standards shall apply to all roads in the County, both publicly and privately maintained.

Roads providing access to two or more lots shall conform to a two-lane County standard not less than a 16-ft. traveled way.

Bridges: 40,000-lb. design load.

Street signs and address: All access roads shall be marked with an approved sign. All lots shall be identified by an address.

Structural fire protection: All developments within the service boundaries of an entity which provides structural fire protection may be required to make contribution to the maintenance of the existing level of structural service proportionate to the increase in demand for service resulting from the development.

HIGH FIRE HAZARD AREAS

Diagram Directive

Identify "potential high fire hazard areas." The criteria for identifying potential high fire hazard areas shall include, but not be limited to, fuel loads,

seasonal dryness of vegetation, steepness of slope, pervailing wind pattern, access, and remoteness of the areas from fire fighting facilities and equipment, and the susceptibility of the area to the spread of fire. "Potential high fire hazard areas" determined not to be high fire hazard areas upon specific site review by the County Fire Warden would then not be subject to the following Land Use Management requirements.

Land Use Management

Access: All developments with four or more lots, or the potential for four or more, as determined by zoning, shall have two access/egress routes conforming to the following minimum road standards.

Roads and driveways, providing access to one lot with no potential for more than one lot, shall provide a 16-ft. roadbed with adequate turnaround for fire trucks.

Roads providing access or with the potential, as determined by zoning, to provide access to two or more lots shall conform to a two-lane County standard (not less than an 18-ft. traveled way with two 2-ft. shoulders [22-ft. roadbed]).

Water: Twenty-five hundred (2,500) gallons of water for emergency fire protection per dwelling unit, with approved providions for fire engine filling or an approved water system of equal capacity immediately available.

Construction: Class A roofs, as defined by the Uniform Building Code, exclusive of wood. Conformance with the Uniform Fire Code. All exterior surfaces shall be made of materials that provide for not less than one hour of fire resistance as described in Table 43(b) of the Uniform Building Code.

Spacing: All structures shall be located 30-ft. from property lines and 30-ft. from adjacent structures.

FLOOD HAZARDS

Diagram Directive

Identify "primary flood hazard areas" to include all areas in design floodways (channels) and areas with a floodplain depth of three feet or more, or one foot to three feet if the velocity is greater than five feet per second.

Identify "secondary flood hazard areas" to include all areas outside the design floodway with a floodplain depth between one foot and three feet. Omit areas with a floodplain depth of less than one foot from flood hazard designation.

Land Use Management

Permit no building construction in primary flood hazard areas.

Permit alteration, channelization, and diversion or land filling of secondary flood hazard areas where such changes will not adversely alter off-site historical flood patterns, where such alterations are necessary to accommodate non-habitable structures. Permit alteration, channelization, diversion, or land filling of flood hazard areas for the protection of existing developments.

Surface mining, reclamation and prospecting or exploration activities, consistent with the provisions of the Surface Mining and Reclamation Act of 1975, to also include prospecting or exploration or exploration activities in a total amount of less than 1000-cubic yards in any one location of one acre or less, which does not adversely alter off-site historical flood patterns, shall not be considered alteration, channelization, diversion or land filling in Prime Mining Resource Production Area.

AIRPORTS

Goal

Preserve the viability and utility of the existing airports within Plumas County. Prevent incompatible uses which may restrict the planned use of the facilities.

Plumas County airports are intended to provide utility runways with visual approaches only.

Diagram Directive

Identify the airport zone of influence. The zone of influence shall be that land which is reasonably calculated to be exposed to noise, created by aircraft anywhere in the standard airport traffic pattern, of 60 CNEL or greater any time within five years after the date of this General Plan becomes effective.

Identify horizontal, conical, primary, transitional and approach surfaces, as defined by the Federal Aviation Administration.

Land Use Management

Maintain airport "surfaces" free of man-made obstructions and preclude development which has historically proved to restrict the operations of the airport or may be hazardous to the occupants due to its proximity to the runway surface.

Residential development and uses concentrating people shall not be allowed within the zone of influence of an airport.

WASTE HAZARDS

Diagram Directive

Identify sites contaminated with hazardous waste which include active, inactive, abandoned or closed mines; closed landfills; leaking underground tanks; or other areas where soils have become saturated or otherwise contaminated with toxic or hazardous materials.

Land Use Management

Limit the density and intensity of development in areas of contaminated soils or other hazardous waste hazards to the levels needed to eliminate hazards to the public health and safety. Require detailed engineering studies and mitigation measures before approving development within an area of contaminated soils so as to preclude hazards to public health, safety and general welfare.

SCENIC

Goal

1. To preserve the basic visual aspects of the environment which are of particular importance to the maintenance of the rural character of the County. These include, but are not limited to, views of meadowlands and waterways from highways and poplulated areas.
2. To preserve representative samples of historical life styles.
3. To maintain the qualities of the County which attract the tourists.
4. To provide standards for scenic highways.

Diagram Directive

Identify important scenic areas as stated under "Goal" above. Each designated scenic area shall include a statement defining the qualities of the area which are to be protected or preserved.

Land Use Management

Within the important scenic areas, establish development standards which provide incentives to the property owner to preserve the scenic qualities identified. The development standards may include limiting the density and intensity of development within important scenic areas, and establishing architectural review standards and procedures.

Permit the use of density transfers as a means of protecting scenic areas.

OPPORTUNITIES

This general plan provides for three levels of opportunity areas. For an explanation of how opportunity areas and constraint areas work together, please see the introduction at the beginning of the general plan.

Goal

Establish land use patterns based on constraints and opportunities with the intensity and density of development tied largely to the availability of public facilities and services.

Diagram Directive

Identify prime, moderate, and limited opportunity areas, as follows: No prime, moderate, or limited opportunity area shall be located in an area that has a non-mitigable constraint.

Prime, moderate, and limited opportunity areas shall be designated primarily on the basis of the availability of existing public services and facilities or the ease with which these services and facilities can be extended to new areas.

The primary distinction between prime, moderate and limited opportunity areas shall be the level of public services and facilities available or easily providable.

While the ease of providing public services and facilities is the primary basis for locating opportunity areas, this does not require that an area be designated as some form of an opportunity area simply because public services and facilities are easily providable. It means only that it may be designated as an opportunity area.

The difficulty in providing public services and facilities does not preclude the establishment of some form of an opportunity area if there are other economic, social, or environmental factors that make development desirable in spite of the difficulty.

"Paved, maintained" does not include being snowplowed; "year-round" does include being snowplowed.

Land Use Management

PRIME OPPORTUNITY AREAS

Maximum Densities

a.	Single family residential:	7 dwelling units per acre.
b.	Multiple family residential:	21.8 dwelling units per acre.
c.	Maximum "land coverage":	50%

Development Standards

Areas designated as "prime opportunity areas" shall conform to the following minimum development standards. If these services and roads are not already in existence, they will be required to be provided before development.

a. Roads - A paved roadway maintained year-round by the State, County or private association. All developments shall be required to provide a paved internal roadway system. A parking lot is an internal roadway system. All developments shall make provisions for access to any adjacent lands that are not otherwise served by or shown on a planned roadway alignment to be served by another paved public roadway.

b. Water - A community water system with adequate water, volume, pressure, and storage capacity to insure a reasonable level of fire protection which provides a 2-hour fireflow plus 8-hour average domestic needs. Fireflow requirements: 750 gallons per minute $<$ 2 dwelling units per acre; and 1,000 gallons per minute $>$ 2 dwelling units per acre, commercial and industrial. Existing community water systems in prime opportunity areas should attempt to achieve this minimum standard as part of their ongoing improvements program.

c. Sewers - A community sewerage disposal system with adequate capacity to accommodate the proposed development and with adequate treatment facilities that meet or exceed the standards of the California Water Quality Control Board, provided the County may waive the requirements of a community sewerage disposal system if the Water Quality Control Board and the County determine that the development can be adequately served by individual sewerage disposal systems, and the exclusion of the development from the sewer requirements will not preclude the logical and orderly extension of the community sewerage system, or will not result in inequities in the assessment of taxes or fess for the community system.

d. Street Lighting - Provide facilities for future street lighting.

e. Fire Protection - Located within a district or similar entity that provides fire protection services, has the capability of year-round service, and a response time short enough to realistically provide protection.

f. Open Space - Require all developments in proximity of designated "urban open spaces" to be designed to avoid precluding access to the designed open space.

g. Electrical power shall be provided to all lots and within all developments.

Expansion and Establishment of New Prime Opportunity Areas

Expansion of existing prime opportunity areas and establishment of new prime opportunity areas shall be allowed upon consideration of the following criteria:

A. Suitability Criteria

1. Presence of gentle topography of sufficient area.
2. Topographic and legal potential for two points of access to a paved, public, year-round road.
3. Absence of highly productive or potentially-productive resources on-site, or provisions for their continued productive use.
4. Compatibility with adjacent resource production.
5. Feasible mitigations for all on-site Constraint Areas.
6. Compatibility with adjacent land uses, residential densities, and lifestyles.

7. Serviceability by existing water supply systems or sufficiency of available new supply.
8. Serviceability by existing wastewater systems or suitability of the site and watershed for disposal.
9. Favorable solar aspect.
10. Feasible costs of any needed power system supply improvements.
11. Feasible costs of any needed, public-financed road system improvements.
12. Within reasonable response time from existing structural fire protection facilities or guarantees for equivalent on-site facilities.
13. Lack of surplus, locally-available, similar, subdivided lands or housing, suitable for development or use.

B. Developer Provisions Affecting Allowable Densities

1. Community water system.
2. Community wastewater reclamation system.
3. Housing construction.
4. Solar housing construction.
5. Paved roads.
6. Reconstructed off-site public roads.
7. Reconstructed off-site power supply.
8. Fire suppression equipment and/or station.
9. School site (if requested).
10. Placement of suitable lands in TPZ or Agricultural Preserves.
11. Recreational facilities.
12. Recreational facilities open to the public.

MODERATE OPPORTUNITY AREAS

Density

One to twenty acres per dwelling unit.

Diagram Directive

Identify Non-Resource Production Areas which are not Prime Opportunity Areas and which meet the criteria for inclusion in one of the Moderate Opportunity Areas.

Development Standards

Planned roadway alignments and roads serving commercial and industrial parcels shall be paved before issuance of building permits for those parcels. All commercial and industrial parcels shall be served by a structural fire protection entity and shall be within reasonable service distance from existing fire protection facilities. And as determined by the appropriate area.

1. Prime Expansion Area

Density

Ten acres per dwelling unit.

Diagram Directive

Identify areas adjacent to Prime Opportunity Areas where Prime Opportunity Area expansion is feasible, as determined by being within the Sphere of Influence of an existing water system and by being within the Sphere of Influence of a fire protection entity.

Development Standards

Roads shall be constructed to County Private Road Standards (rocked) with grades and rights-of-way conforming to standards applied to roads within Prime Opportunity Areas.

2. Suburban Area

Density

One to three acres per dwelling unit.

Diagram Directive

Identify areas within the service boundaries of an entity which provides fire protection and within reasonable service distance from existing fire protection facilities. All parcels must be served by paved, maintained roads.

Development Standards

All parcels must be served by paved, maintained roads designed and constructed to County Public Road Standards. Provision must be made for future access to said roads from adjacent Prime and Moderate Opportunity Areas. All parcels must be within the service boundaries of an entity which provides fire protection and within reasonable service distance from existing fire protection facilities. Electrical power shall be provided to all parcels.

3. Agricultural Buffer Area

Density

Ten to twenty acres per dwelling unit.

Diagram Directive

Identify areas with access to a paved, maintained County Road or State Highway by a public or private road easement and adjacent to Agricultural Preserve and Important Agricultural Areas.

Development Standards

All parcels must be served by a public or private road designed and constructed to County Private Road Standards (rocked) and connecting to a paved, maintained County Road or State Highway.

4. Secondary Suburban Area

Density

Three to ten acres per dwelling unit.

Diagram Directive

Identify areas within a direct-line 1/4 mile of a paved, maintained County Road or State Highway and with access thereto by a public or private road easement, including areas adjacent to Agricultural Preserve and Important Agricultural Areas where the density will not conflict with agricultural production.

Development Standards

All parcels must be served by a paved, maintained County Road or State Highway or by a public or private road designed and constructed to County Private Road Standards (rocked) and connected to a paved, maintained County Road or State Highway.

5. Rural Area

Density

Ten to twenty acres per dwelling unit.

Diagram Directive

Identify areas with access to a paved, maintained County Road or State Highway by a public or private road easement.

Development Standards

All parcels must be served by a public or private road designed and constructed to County Private Road Standards (rocked) and connecting to a paved, maintained County Road or State Highway.

LIMITED OPPORTUNITY AREAS

Maximum Densities: Twenty acres per dwelling unit, gross density.

Diagram Directive

Identify Non-Resource Production Areas which are not Prime or Moderate Opportunity Areas.

Development Standards

Areas designated as "limited opportunity areas" shall conform to the following minimum road standards. If the roads are not in existence, they will be required to be provided before development. Development that exceeds these standards may be permitted but will not entitle the developer to the population densities allowed in moderate or prime opportunity areas.

Roads - All developments shall have legal access by means of Forest Service Roads or private road easements. All developments shall provide a graded roadway which provides access to each parcel created.

TRANSPORTATION/CIRCULATION

Goal

Ensure that every parcel created and all developments are provided with roadway access which will accommodate the permitted density and intensity of development.

Protect the present air and rail transportation facilities to insure that local policies, developments, and other actions do not restrict utilization and maintenance.

Improve existing County roads with priorty given to industrial areas to accommodate planned development.

Establish a bikeway system to achieve the functional communting needs of bicyclists and to provide for their physical safety.

Diagram Directive

Maintain and annually update a County Road Condition Status Report which identifies road standard class, present safe carrying capacity, deficiencies and ultimate service demand.

Land Use Management

The requirements for road standards for pavement width shall be based on the planned density of development and projected traffic volumes as determined and projected traffic volumes as determined by the General Plan designation of areas to be served. Bridges, roadways, railroads, crossings and bikeways shall not be considered as "building construction."

Diagram Directive

Identify roads serving industrial areas which will not accommodate all types of permitted industrial activities.

Land Use Management

Designate those industrial areas as limited allowing only those uses which are consistent with the present road condition or require road improvements.

Diagram Directive

Identify planned roadway alignments, which are specifically designated in Appendix II (Regional Transportation Plan). Planned roadway alignments shall be the approximate location of future roadways and/or improvements, including widening of existing roadways.

Land Use Management

Require all developments which are directly benefited by a precise planned road to dedicate land and/or pay a sum of money equal to the prorated share of the benefit received by such roadway and/or to construct a portion or all of such a roadway.

Diagram Directive

Identify the functional commuting needs of bicyclists. Identify bikeway routes which serve the functional commuting needs of bicyclists and which provide for their physical safety.

Land Use Management

Adopt a General Bikeway Plan employing the identified bikeway routes available. Use Local Transportation Funds for facilities provided for the exclusive use of pedestrians and bicycles. Aggressively seek Bicycle Lane Account funds. Bikeway routes shall respect and protect the integrity of the opportunity constraint and policy areas.

Correlation of Transportation/Circulation to Land Use

Identification and development of opportunity areas is based upon existing and planned roadway alignments. Access is one of the basic criteria for development

and directly relates to population density. The County Road Condition Status Report has related planned popluations to existing roadways in order to evaluate the long range capital improvement programs. This relationship will allow prioritizing of improvement plans to assure the greatest benefit to the public consistent with the general plan.

COMMERCIAL AND INDUSTRIAL

Goal

Provide commercial and industrial opportunities consistent with the projected residential density and protect the commercial and industrial areas from encroachment by residential development.

Commercial

Diagram Directive

Identify "core commercial areas." Core commercial areas shall be located within "prime opportunity areas" and include the existing "downtown areas."

Core commercial areas may also be identified where it is desirable to encourage depth to the commercial area in order to avoid the continuation of a trend toward "strip commercial."

Diagram Directive

Identify "periphery commercial areas." Periphery commercial areas shall generally include those areas of strip commercial extending outward from the "core commercial areas."

Land Use Management

The establishment of new business and expansions to existing business within "periphery commercial areas" shall be permitted only after assured continued compliance with adopted development standards which include requirements for parking, building coverage and landscaping.

Diagram Directive

Identify "convenience commercial areas." Convenience commercial areas will generally be located within moderate or limited opportunity areas and include limited "spot" business areas serving small population centers, highway oriented business, and commercial-recreation developments. Convenience commercial areas may be permitted as an integral part of residential developments.

Land Use Management

Limit the new permitted uses within the convenience commercial areas to those businesses which serve the needs of the surrounding area or which are part of an overall development plan or specific plan. The precise location of convenience commercial areas may be subject to development design.

Industrial

Diagram Directive

Identify "prime industrial areas." Prime industrial areas shall be locations where access to transportation routes (facilities), public facilities, surrounding land uses, and environmental setting will permit most forms and types of industry without major impacts.

Land Use Management

Permit the establishment of new industrial uses and expansion of existing industrial uses, through an administrative review process. The administrative review process may involve public notice and reasonable conditions of approval.

Diagram Directive

Identify "limited industrial areas." Limited industrial areas shall be identified as areas where the location of a new industrial use or major expansion of an existing industrial use can result in potential adverse impacts due to problems of accessibility to transportation routes (facilities), environmental setting, surrounding land uses, or absence of public facilities.

Industrial activities in "limited industrial areas" shall be those which are compatible with the surrounding area.

HISTORICAL AREAS

Goal

To protect and preserve historic and prehistoric sites, structures, and objects for their scientific, educational, and cultural values.

To encourage private owners to preserve and rehabilitate historic buildings and to continue their use as an integral part of the community.

Diagram Directive

Identify important historical areas and buildings, and significant archaeological sites. Map known cultural heritage resources and all areas within the County

judged to have potential to yield as yet unrecorded historic and archaeological resources. These include, but are not limited to, significant samples of all cultures that have played a significant role in the history of Plumas County.

Land Use Management

Establish a panel of archaeological experts which will develop specific criteria necessary to determine site sensitivity.

Support the efforts of private individuals, organizations or agencies in their efforts to restore and continue use of historic properties.

Establish "special plan-historical areas" and provide for an architectural review process to ensure that alterations to the exterior of existing buildings and construction of new buildings preserve the historical qualities and character of the area. Demolition of any designated "historical building" shall be permitted upon approval by the County after consideration of the value to the public interest.

DESIGN REVIEW AREAS

Goal

Protect and preserve historic structures and promote appropriate building design, exterior modifications, and public space improvements in areas where the community has expressed the need for improved community design and enhancement.

Diagram Directive

Identify Design Review Areas where the community has expressed the need for improved community design and enhancement. Identify structures of historical and architectural significance.

Land Use Management

Establish a Design Review Committee to develop specific design guidelines for evaluating building design, exterior modifications and public space improvements. Establish a review process to ensure compliance with the design guidelines.

RECREATION

Goal

To encourage the development of recreational uses in areas where necessary facilities and services can be provided. Permit recreational uses of all land where the use does not conflict with the identified use.

Diagram Directive

Identify "prime recreation sites." A prime recreation site shall be located within an "opportunities area" and shall be areas where recreational development can occur without over-burdening existing public facilities and services.

The adequacy of roadway access will be a major consideration in identifying prime recreational sites.

Land Use Management

Within "prime recreation sites" permit the establishment of recreational uses through an administrative review process. The administrative review process may involve public notice and reasonable conditons of approval.

Preclude conflicting land uses which would hiner the development and use of the prime recreation site. Such conflicting land uses may include residential development.

Land Use Management

Recreation oriented residential developments. These are developments where recreation facilities are proposed to be constructed as part of the total development or as a benefit of purchase. Such developments shall be permitted, provided: an overall development plan is approved which established a phasing of amenities; and that operation and maintenance of recreational facilities is provided by the developer, homeowners' association or other preestablished entity so as to preclude County involvement or responsibility.

NOISE HAZARDS

Goal

Insure that the location, density, and intensity of development within both prime and moderate opportunity areas is done so as to achieve reasonable safety from noise hazards and that "noise sensitive areas" are protected.

Diagram Directive

Identify "major environmental noise generation sources" to include, but not be limited to: State highways, freight on-line railroad operations, County airports, and local industrial plants (i.e., sawmills, rock-crushers). These sources are defined as those above-noted land uses whereby the immediate community noise equivalent level (CNEL) meets or exceeds 60 decibels.

Diagram Directive

Identify "noise sensitive areas" to include: rest homes, long-term medical facilities, hospitals and schools.

Land Use Management

Limit the density and intensity of development within noise sensitive areas to the levels needed to eliminate or mitigate noise hazards to public health and general welfare.

Protect "prime industrial areas" from encroachment by noise sensitive areas.

NOISE SOURCE IDENTIFICATION

Plumas County highways, primary arterials and major local streets carry relatively low traffic volumes. Highway 70 between Portola and Lassen County presently carries the greatest traffic volume for any State highway within the County. County roads can be classified into three categories (arterials, collectors and minor) with the greatest volumes being carried on arterials and collectors.

Due to the limited traffic volume, a single theoretical noise contour has been applied to State highways and County arterials and collector roads. These contours were field checked and proved to be accurate for the highest volume road sections. A future General Plan revision will refine this data causing a reduction in the extent of the noise impact due to specific determinations of traffic volumes and on-site noise evaluation.

NOISE CONTOURS - STATE HIGHWAYS

Route	Limits	Autos (AADT)	Trucks	Heavy Trucks*	Ldn
36	Tehema County to Rte 89	1,250	126	49	(1)
36	Rte 89 to Lassen County	1,550	214	83	(2)
49	All	750	277	130	(2)
70	Butte County to Junction 89 North	1,250	233	117	(2)
70	Junction 89 to Portola	3,000	209	50	(1)
70	Portola to Lassen County	3,000	258	100	(2)
89	Sierra County to Junction 70	705	100	49	(1)
89	Junction 70 to Junction 147	1,325	87	35	(1)
89	Junction 147 to Junction 36	1,000	136	55	(1)
147	Junction 89 to Lassen County	940	93	30	(1)
284	Junction Rte 70 to Frenchman	260	0	0	(1)

*Included in truck count.

(1) For these segments, use 65 db within 100-ft. of the roadway and 60 db or less beyond 100-ft.

(2) For these segments, use 70 db within 100-ft. of the roadway, 65 db between 100- and 200-ft. of the roadway and 60 db or less beyond 200-ft. of the roadway.

PLUMAS COUNTY ROADS - PRIMARY ARTERIALS AND MAJOR LOCAL STREETS

County roads presently can all be classified as Level (1) or less roadways in conformance with the standards provided by California Department of Transportation. Level (1) roads with contour intervals as provided above: Projected increases in traffic volumes over a 5-year period are not expected to increase the noise impact to qualify as a Level (2) roadway.

RAILROAD LINES

Plumas County is served by the Union Pacific, Quincy and Almanor Railroad lines. Daily traffic on the Quincy and Almanor rail lines consist of a limited number of trains per day. This volume creates minimum noise impacts. The Union Pacific Railroad bisects the County with a mainline generally following State Highway 70 from east to west. A second line (north-south) is provided between Keddie and the County line at Westwood.

Traffic volumes along these rail lines average 8 trains per day.

The generalized noise contour determined by spot measurements is provided below:

Railroad Contour Line Distances

	Mainline	Spur
60 dbLdn	600-ft.	300-ft.
65 dbLdn	360-ft.	180-ft.
70 dbLdn	200-ft.	80-ft.

AIRPORTS

Plumas County has three utility airports with visual approach capability. The 5-year projected *60 db contour has been established on the General Plan Land Use Maps. This contour designation is identified as the airport "zones of influence." Residential development and uses concentrating people are prohibited within the zone.

LOCAL INDUSTRIAL NOISE SOURCES

Major stationary noise sources in Plumas County consist of sawmills, resource production facilities, and railroad yards. Secondary noise generators are those various activities located in existing industrial areas. Throughout the County temporary wood and gravel processing operations are established as the need arises.

An evaluation of the noise impacts of sawmill activities shows great variation from site to site. These inconsistencies are caused by building location and on- and off-site natural characteristics. The tree cover surrounding Sloat and Chester reduces off-site noise versus the Quincy facilities which are located in the middle of American Valley.

Due to the variables involved in industrial operations, the maximum measured contour should be applied to industrial lands thus ensuring all opportunities for development.

Temporary and portable industrial operations such as wood processing and gravel recovery must be considered on an individual basis. These facilities, when located within a prime mining or important timber area, will generally not impact adjacent lands. Locations outside the specified areas may severely impact adjacent land uses and lifestyles necessitating the institution of mitigative measures.

EXPOSURE TO NOISE CONTOURS

Plumas County General Plan Land Use Maps provide noise contours for the industrial land use areas. These contours have been adjusted to respect the existing noise sensitive land uses. Industrial areas which are affected by noise sensitive areas shall be limited with respect to noise allowing all industrial uses provided the industrial use can mitigate those impacts. Table III depicts the present and potential exposure to noise from Roads, Industrial Activities and Railroads.

NOISE SENSITIVE AREAS

Noise sensitive uses include: schools, hospitals, convalescent homes. These uses are designated on the General Plan Land Use Maps.

ACCEPTABLE AMBIENT NOISE LEVEL

Plumas County has developed and plans to continue developing within specific density patterns. These areas are defined as Prime, Moderate and Limited Opportunity. Table I provides the ambient outside noise levels within each subclassification which are acceptable to the residences and occupants. These levels are expressed in dba levels and should be updated to L_{dn} standards prior to utilization of those noise levels for enforcement or comparison purposes.

STANDARDS

The California Office of Noise Control has established a recommended standard for community noise environment. See Table II. These standards are consistent with the existing Plumas County environment.

*Ldn

TABLE I

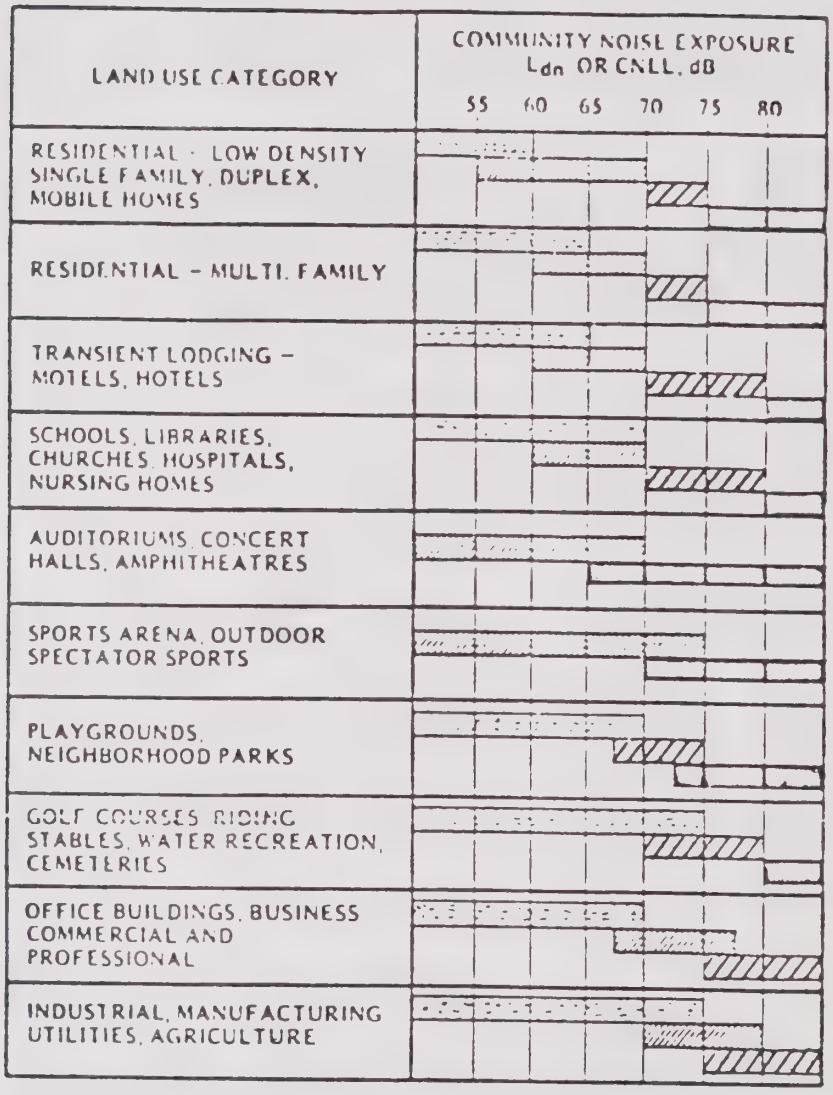
AMBIENT OUTSIDE NOISE LEVELS

AREA	AVG dbA	RANGE	REASON FOR RANGE
Core Commercial	75		
Periphery Commercial	66	63-70	Proximity to highway.
Convenience Commercial	60		
Recreation	49	40-60	Proximity to highway.
Industrial	63	50-70	Equipment in use.
Limited Industrial	58	50-70	Proximity to highway.
Multiple Family	52	50-53	Proximity to highway/industry.
Single Family	50	40-60	Proximity to highway/industry.
Suburban	48	34-60	Proximity to roads/industry; aircraft.
Secondary Suburban	47	42-50	Proximity to roads/industry; aircraft, winds.
Prime Expansion	43	40-50	Proximity to roads/industry; aircraft, winds, animals.
Agricultural Buffer	43	40-50	Proximity to roads/industry; aircraft, winds, animals.
Rural	43	40-50	Proximity to roads/industry; aircraft, winds, animals.
Limited Opportunity	43	33-55	Proximity to roads/industry; aircraft, winds, animals.
Agricultural Preserve	43	33-55	Proximity to roads/industry; aircraft, winds, animals.
Important Agriculture	43	33-55	Proximity to roads/industry; aircraft, winds, animals.
Important Timber	50	35-60	Proximity to roads/residences/streams; aircraft, winds.
Mining	63	60-66	Proximity to roads/mining operations/streams; aircraft, winds.
Significant Wetlands	48		

NOTE: The ambient outside noise levels are expressed in dbA's.

TABLE 11

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS



INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table A to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Source: Office of Noise Control, California Department of Health.

TABLE A

Corrections to be Added to the
Measured Community Noise Equivalent Level (CNEL)
to Obtain Normalized CNEL

Type of Correction	Description	Amount of Correction to be Added to Measured CNEL in db
Seasonal Correction	Summer (or year-round operation).	0
	Winter only (or windows always closed).	- 5
Correction for Outdoor Residual Noise Level	Quiet suburban or rural community (remote from) large cities and from industrial activitiy and trucking).	+10
	Quiet suburban or rural community (not located near industrial activity).	+ 5
	Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas).	0
	Noisy urban residential community (near relatively busy roads or industrial areas).	- 5
	Very noisy urban residential community.	-10
Correction for Previous Exposure and Community Attitudes	No prior experience with the intruding noise.	+ 5
	Community has had some previous exposure to intruding noise but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to the noise previously, but the people are aware that bona fide efforts are being made to control the noise.	0
	Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.	- 5
	Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances.	-10
Pure Tone or Impulse.	No pure tone or impulsive character.	0
	Pure tone or impulsive character present.	+ 5

Source: Office of Noise Control, California Department of Health.

(Page 36 Deleted - Table III)

MITIGATION MEASURES

1. Establish 60 db noise contours around industrially zoned land and pronibit the establishment of noise sensitive uses within this industrial protection zone.

2. Establish noise sensitive protection areas around existing noise sensitive uses. Within these protection areas establish "limited industrial" combining zones for all industrially zoned lands which would require mitigation of noise impacts which exceed 60 db at the noise sensitive site or cause the interior noise level to exceed 45 db or existing levels whichever is greater, except where specifically altered based upon field measurements, environmental, social, economic or physical factors.

3. Establish building code requirements which will allow residential development along roadways and rail lines so that interior noise levels of 45 db or less can be achieved. Require residential subdivision design to accommodate residential uses which are constructed to normal standards to achieve interior noise levels of 45 db by site location.

4. Relocate or reduce noise emissions from public facilities which exceed acceptable noise standards for the area.

5. Require that new uses established do not increase off-site noise to a level which exceeds the ambient noise level for the specific land use area.

6. Combine refinement of existing data in conjunction with area-wide General Plan Amendments.

INTEGRATION

Sensitive noise uses shall be considered as a constraint. The zoning of industrial lands must be consistent with Mitigation Measure 2.

DEFINITIONS

Noise levels have been expressed in terms of "CNEL," "L_{dn}," and "dbA."

These terms are defined as follows:

CNEL - Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten decibels to sound levels in the night before 7 a.m. and after 10 p.m.

Decibel, db - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

L_{dn} - Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night before 7 a.m. and after 10 p.m.

Note: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

HOUSING

Goal

To provide the opportunity for decent housing and a suitable living environment for every Plumas County family. To accommodate the housing needs of all economic segments of the County. To provide housing opportunities which are consistent with economic, environmental and social factors set forth in the General Plan. To maintain the opportunity for individual choices with respect to housing.

Land Use Management

Maintain a continuing program in cooperation with State and Federal agencies to rehabilitate and replace substandard housing units.

Maintain a continuing program to provide subsidized housing as funds are available from State and Federal agencies.

Maintain a continuing program to assist first time homebuyers.

Maintain minimum governmental regulations and a surplus of lands available for development so as to preclude artificially inflated costs. Provide provisions for alternative type forms of housing in Rural designated areas of Plumas

Maintain maximum flexibility in construction alternatives to allow individual choice in design alternatives.

NEEDS ASSESSMENT

Population Trends and Projections

Plumas County population increased at the rate of 1.58% per year over the 50 years until 1980. During this period, fluctuations occurred primarily based on employment opportunities. Figure 1 indicates 1970 and 1980 Census population figures and projections based on those figures, Department of Finance estimates and Plumas County Building Department records, as modified to reflect trends indicated by employment data, school enrollment, voter registration and miscellaneous other indicators; as are all other estimates. The greatest rate of increase is expected in eastern Plumas County due to influence of the Reno and Sparks Nevada growth. This influences the Sierra Valley - Last Chance Area and accounts for some of the Mohawk growth. Retirement,seasonal and recreational residency contribute to much of the Mohawk and Almanor - Canyon growth. Significantly lesser growth is projected for the Indian valley and American Valley - Middle Fork Areas. These areas do not have the recreational amenities which attract retired and seasonal and recreational residents to the Almanor and Mohawk Areas and are a long commute from Reno. Employment in Indian Valley and American Valley - Middle Fork is primarily governmental and timber industry, neither of which anticipate major expansion. The primacy of timber industry employment in the Almanor Area in conjunction with the pairing with the Canyon Area are largely to account for the somewhat lesser growth rate there than in Mohawk and Sierra Valley - Last chance.

Existing and Projected Housing Needs

Housing Analysis

An analysis of the 1980 Census and the 1989 estimates provides the housing characteristics given in Figures 2 and 3; and the following:

	1980 (Census)	1989 (Estimate)
Total housing units	8,889	9,373
Total households	5,893	7,418
Total housing units vacant	2,996	1,955

Vacant Status

	1980 (Census)	1989 (Estimate)
For sale	287	187
For rent	369	397
Seasonal use	1,598	1,043
Other	742	328

Like most mountain counties, Plumas County supports a large number of seasonal dwelling units which are not available for rent or sale.

An analysis of the 1980 Census, relative to existing housing conditions, Figure 4, Monthly Housing Costs, shows 15.4.% of owner occupied households and 42.1% of renter occupied households, for a total of 25.8% of all households as occupied by lower income overpaying. The Census Bureau suppresses some specific data, so the totals are not the same as the overall totals. These percentages indicate the following numbers of lower income overpaying.

	1980 (Census)		1989 (Estimate)	
Total	1,424	25.8%	1,667	22.5%
Owner Occupied	610	15.4%	839	15.4%
Renter Occupied	814	42.1%	828	42.1%

Since 1980, 617 units have been provided for and occupied by lower income renter households under adjustment programs. Adjusted lower income renter overpaying total is then 211. The adjusted lower income renter overpaying percentage is then 10.7%. This is a 74.6% reduction in lower income renter overpaying in ten years. With continuance of current policies, lower income renter overpaying would be expected to be eliminated by 1994. Clearly, current policies are the solution.

A first time homebuyer program is needed to reduce lower income home owner overpaying.

1980 Census data revealed that 1,881 dwelling units needed rehabilitation and 1,122 dwelling units needed replacement. During the period between 1980 and 1989, Plumas County rehabilitated 205 units. With private rehabilitation and replacement, 1989 estimates are that 1,087 dwelling units need rehabilitation and 659 dwelling units need replacement.

Due to population increase, the State Department of Housing and Community Development projected that basic construction needs to meet the demand for all economic segments of Plumas County would be 854 units from 1984 to 1989. These units were divided between the various income groups:

Very low	0-50% of median income	188
Other low	50-80% of median income	137
Moderate	80-120% of median income	230
Above moderate	Greater than 120% of median income	299

Subsequently, The State Department of Housing and Community Development projected that basic construction need to meet the demand for all economic segments of Plumas County would be 694 units from 1/1/1988 to 7/1/1992. 589 of these units were identified by income group in the information provided. The unidentified units are pro-rated below.

		Identified	Pro-rated	Total
very low	0-50% of median income	129	23	152
other low	50-80% of median income	95	17	112
moderate	80-120% of median income	186	28	186
above moderate	120% + of median income	244	37	244

Using the simple least pro-ration of the 18 month overlap, so as to not under-estimate, gives a combined need from 7/1/1984 to 7/1/1992 of 1394.

Figure 5 shows the number of units constructed from 7/1/1984 and projected to be constructed through 7/1/1992. It also adjusts those for the occupancy rate for each area. The result is 1402 additional households, or 105.6% of the need. Applying the occupancy rates to the construction through 1989 gives a result of 988, about 115.7% of the need. Through all the factors which contribute to construction, including, but not limited to, those of the Plumas County General Plan, the need is expected to be met. Meeting the need solves the problem. Clearly the maintenance of a minimum of governmental regulations and of a surplus of lands available for development and provision of an integrated density bonus are efficient methods of meeting housing needs.

Median annual and monthly family and household income are given in Figure 6.

Housing occupation by special need groups is provided in Figure 7.

The "persons with work disability" group is not a good indicator of special needs because many work disabilities, such as stress, do not result in special housing needs. The "public transportation disability group" is more indicative of persons likely to have disability related housing needs, such as those confined to wheelchairs. The wheelchair bound need housing designed for wheelchair access to all components. People with bad backs need housing with storage areas that do not require excessive bending or stretching. As the

blind are not permitted to drive, they need housing either close to services and commerce or with access to public transportation. Where applicable, the County enforces the State Building, Plumbing and Electrical Codes of Title 24, CCR, which include state regulations for disabled adaptable housing. Where these are not applicable, the County maintains a minimum of governmental regulations, thereby facilitating construction and remodeling of housing to meet the needs of the residents in a manner which expedites the permit process, significantly reduces housing costs and results in needed and sound housing. To provide for housing within walking distance of services and commerce, an undeveloped capacity of 28,898 dwelling units is provided in Prime Opportunity Areas. Public Transportation is provided under the auspices of County Service Area #12. This is limited to transportation for the elderly. An attempt to extend this service to other special needs groups was politically curtailed by the opposition of the elderly. Through the regulations enforced, the maintenance of a minimum of regulations, the provision of ample housing opportunities in Prime Opportunity Areas, and the integrated density bonus, the problems are reduced to a level of insignificance, and thereby solved.

The needs of elderly households depend on the health and wealth of the elderly. As shown in Figure 8, about 14.8% of the County population is elderly, while Figure 7 shows about 21.2% of the households having at least one elderly resident. A long increasing component of the elderly population is those who have moved to Plumas County to retire. Estimates derived from the 1950 Census on place this at about 50% of the elderly population. This segment of the elderly population has sufficient wealth to see to its own needs. As clearly shown by Census figures, on file in the Planning Department, elderly households tend to be small, one or two persons, except in the instance of multigenerational households. Of the 169 units constructed in the County under programs of this element, 87 are for elderly. An additional 50 units for elderly have been constructed under the same programs within the City of Portola. To meet the needs of those elderly with transportation problems, public transportation is provided for the elderly under the auspices of County Service Area #12. In conjunction with the above construction, the other needs are met by maintaining a surplus of lands available for development, as shown in Figure 18, and by maintaining minimum of governmental regulations so as to preclude artificially inflated costs as well as by the integrated density bonus.

Large Families have 5 or more members. Housing is overcrowded if there is more than one person per room. A review of building permits shows that almost all housing is constructed with at least two rooms which are not bedrooms. Therefore, to avoid overcrowding, 1 arge families need dwellings of 3 or more bedrooms. Small families need smaller houses to avoid overcrowding. Single person households need smaller housesto avoid overcrowding. Families with a single head of household are one person smaller than they would be otherwise. They also are frequently limited to a single income, which often means less money. Housing costs are discussed below.

Figure 9 gives housing units by number of bedrooms and Figure 10 gives households by number of bedrooms. Figure 11 compares the percentages of large households with the percentages of households and housing units of 3 or more bedrooms. It can be clearly seen that there is an adequate number of large houses. Figure 12 compares the percentages of small households with the percentages of households and housing units of 2 or fewer bedrooms. The difference between renter occupied small housing units and renter small households is small while than between owner occupied small housing units and owner small households is large. This is to be expected, as home buyers will often purchase a home larger than immediately needed to accommodate future growth of the family, and will retain the larger home after children leave;

while renters will select a dwelling to meet current needs. As can be clearly seen, the maintenance of a minimum of government regulations and of a surplus of lands available for development and the integrated density bonus hjas resulting in an abundant supply of minimum size housing for large families as well as an abundant supply of larger than minimum size housing for those groups needing smaller minimum size housing. That this has not seriously adversely affected costs is discussed below.

To provide additional housing opportunities for all one or two person households, including, but not limited to the elderly, Plumas County permits in all residential zones, except the Multiple Family, a guest house of no more than 750 square feet, for no more than two people and a guest room of unlimited size, in the same structure as a dwelling unit, for no more than two people. These can be fully equipt living facilities. They can be rented. They can be mobile homes or manufactured housing in the same manner as a dwelling unit. The density of the Multiple Family Residential areas, 21.8 dwelling units per acre, is considered to provide adequate opportunity for smaller units without additional provision for smaller units, and is also considered the maximum possible density consistent with public health, safety and general welfare.

Figure 21 gives the waiting lists for subsidized and Section 8 housing. The average time on the waiting lists runs from 2 to 6 months, depending on the program and the size of housing needed. While 2 to 6 months is long for those waiting, from a State-wide perspective, it is a short term waiting list.

Of the fifty people employed in agriculture (Figure 20), most are owner operators and their families. The Lucky Hereford/Feather River Ranch has 10 permanent full time employees. The ranch provides 12 houses for employee housing. All houses are up to code. The ranch also has a "bunkhouse" available for up to 13 seasonal employees. This facility is licensed and inspected by the Department of Housing and Community Development. All farmworker needs are met. There is no problem to be solved.

Wood heated households require 3 to 20 cords of wood a year, depending on the size and energy efficiency of the house, the heating pattern of the occupants, the efficiency of the stove or fireplace, the type of wood burned, and the severity of the winter.

Wood supply is dependent on policies of the U.S. Forest Service. Except for time, wood can be obtained cheaply after the initial equipment investment. The cost of purchasing cut and split wood is now about $80 per cord.

Wood heating is a major cause of house fires. To reduce this adverse effect on the housing supply, a building permit is required for installation of woodstoves, insuring proper installation.

The Department of Water Resources has a programmatic goal to increase firm water yield from Oroville Reservoir by enhancing runoff during years when unused storage is available. This is intended to be accomplished by cloud seeding operations which will increase snowfall in areas of Plumas County by as much as 10%. This program would affect wood heated housing because people would burn more wood and because it would make wood supplies accessible for a shorter time due to the greater snow pack.

Household Characteristics

Plumas County housing comes in all styles and forms. Housing units range in value from less than $0 to in excess of $400,000. Rental costs are consistent with the housing values ranging from $0 to $750+ per month.

Figures 13, 14, 15 and 16 show monthly housing costs for renters and for owners with and without mortgages in both current and constant (1970) dollars. Figure 6 shows average monthly housing costs for the three groups proportionate to 25% of median monthly income.

All costs have increased in dollar amount. This is misleading. In constant dollars, rental costs increased between 1970 and 1980. Overall, this increase was substantial, although in the Sierra Valley - Last Chance area the increase was insignificant. From 1980 to 1989 overall costs have not significantly changed. In the more expensive areas, they have fallen slightly. In the cheaper areas, costs have risen slightly. Proportionate to 25% of median income, average rent increased from 1970 to 1980, then decreased to 1989. Other costs have also dropped since 1980. Only the average mortgage exceeds 25% of the median monthly income. Other average costs are substantially less than 25% of the median monthly income. Therefore, overpayment is a serious problem only for new homebuyers.

A first time homebuyer program is the solution to reduce the disproportionate mortgage cost.

Figure 17 gives overcrowding information. Overcrowding is lessening toward a level of insignificance. This is an example of the effectiveness of current programs and methods. At these rates, overcrowding can be expected to be null by 2009.

Household occupations by housing type are given in Figures 2 and 3.

Persons in Need of Emergency Shelter

Contact with the local groups which provide emergency shelter indicates an estimate of 2 persons per day lacking permanent shelter. These groups were not able to provide type data. These groups work cooperatively with the Plumas Crisis Intervention and Resource Center, which in turn works with the Department of Social Services, thereby ensuring efficient service to those in need of emergency shelter.

In addition, the Department of Social Services averages 4 families per month (0.13 families per day) who are provided AFDC Homelessness Assistance. This assistance is provided only to families; single persons are referred to the local private groups discussed above. Thence, it can be assumed that most of those served by those groups are individuals. The Department of Social Services describes an unspecified majority of those families assisted as single mothers and their children.

Shelter is typically provided in local motels. All providers indicated never having ever been unable to obtain shelter. There is no unmet need for emergency shelter or transitional housing. County Service Area #12 was established with authoirty to provide public transportation. To date, it provides public transportation for the elderly. An attempt to extend this service to other special needs groups was politically curtailed by the opposition of the elderly.

Emergency Shelter and Transitional Housing Sites

The Multiple Family Residential Areas, being located in Prime Opportunity Areas, are within reasonable distance of public agencies and transportation services and are in areas where the infrastructure exists, thereby precluding unusually high site development expenditures. Depending on how an emergency shelter or transitional housing were conducted, they could be dwelling units (a permitted use in the Multiple Family Residential Zone) or any of a lodging facility, rooming facility, or community care facility, all of which are permitted in the Multiple Family Residential Zone subject to issuance of a Special Use Permit. The Recreation and Periphery and Convenience Commercial zones all are generally in like locations and all permit lodging facilities, which is more conducive to emergency shelter use.

Were rooming facility a permitted use in Multiple Family Residential, those areas would be as conducive to transitional housing as Recreation and Commercial Areas are to emergency shelter.

There are 550 acres in multiple Family Residential, 8,534 acres in Recreation, and 1322 acres of Periphery and Convenience Commercial. Lodging facilities average a greater density than the 21.8 units per acre of the Multiple Family Residential. Therefore, a conservative estimate based on 21.8 units per acre yields a potential for 22685 units of emergency shelter or transitional housing. This is adequate.

LAND INVENTORY

The Plumas County General Plan establishes opportunity of housing which considers: Natural resources, resource production, public safety and scenic quality. Within the available housing areas, densities are established consistent with public service availability.

	Maximum Density	Required Services
Prime Opportunity Areas	21.8 du/acre	Year-round maintained access, fire protection, community water, electricity
Moderate Opportunity Areas	1 du/acre	Year-round maintained access, fire protection
Limited Opportunity Areas	1 du/20 acres	Access

The established required services are considered minimum to protect public health, safety and welfare for the densities allowed.

Figure 18 shows the land presently developed or available for development within the various density ranges.

Lands suitable for low income housing would be those outside "historic" areas. Development within the historic classification may involve greater costs due to design/appearance requirements.

CONSTRAINTS ON HOUSING

Land Use Controls

These governmental constraints are either those required by the State or are the minimum necessary for public health, safety and welfare. The requirements were determined to be minimal at time of adoption. No new information has been found or provided demonstrating them to be more than minimal. Plumas County has no control over the former. The latter are adopted under the County's constitutional police power. Police power is exercised for the public health, safety and welfare. To use police power to adopt requirements less than the minimum necessary for public health, safety and welfare would be contrary to the constitutional basis of that power and would be invalid. Therefore, minimal requirements cannot be reduced.

(1) Plumas County has adopted the minimum development requirements necessary to protect public health and safety. Land use densities provide for the maximum potential relative to the public services required. Plumas County has adopted Water Quality Control Board Standards relative to the use of septic tank/leachfield systems (State minimum). Required road standards are the minimum necessary to maintain year-round access -16 feet; 18 feet with a 22 foot roadbed in Potential High Fire Hazard Areas. Community Water systems are required where densities exceed 1 dwelling unit per acre. Fire protection and power are required where densities are greater than 3 acres per dwelling unit.

(2) Plumas County has the minimum building code requirements required by the State of California, which include: 1985 Uniform Building Code; 1985 Uniform Code for the Abatement of Dangerous Buildings; 1987 National Electrical Code; 1985 Uniform Housing Code; 1985 Uniform Mechanical Code; 1985 Uniform Plumbing Code; 1985 Uniform Sign Code; 1985 Uniform Swimming Pool Code; 1985 Uniform Fire Code; California Energy Compliance Standards. Enforcement of the Building Code is provided by the County Building Inspectors.

(3) Required development improvements include:

a) Prime Opportunity Areas: paved roads, community water systems, utilities and electricity;

b) Suburban Areas: Paved roads and electricity;

c) Other Moderate Opportunity Areas: road access;

d) Limited Opportunity Areas: access.

Where existing County roads do not meet minimum standards to accommodate new development, on site right-of-way is required and generally a payment of a pro rated share of the necessary improvements is required of the developer. Development involving private roads requires off site improvement as necessary to provide access to a State Highway or Major Thoroughfare.

(4) Other than to recover mitigation monitoring costs, on site road and utility easements, the pro-rated road payment and the maintenance of the existing level of fire protection (as discussed in Supplement V to E #39), Plumas County does not require fees or exactions.

(5) Processing and permit procedures. Plumas County has established areas for development and areas for resource protection. Within development areas, projects consistent with the established density are subjected to only

those requirements and time delays required by the State of California. The typical residential development project involves the submittal of a tentative land division map or a planned development permit application. The application is reviewed for completeness and potential environmental impact (30 days).

Most residential developments which are consistent with the General Plan and which have mitigated all identified impacts will be scheduled for hearing by the Zoning Administrator or Planning Commission. Application approval is generally given within 30 days of completeness determination.

Projects which are subject to an Environmental Impact Report or which are highly controversial may be delayed through the EIR or appeal process, resulting in the maximum time provided for a decision.

Application and final map costs are provided in Exhibit 8. Residential lot development fees are provided in Exhibit 9. These exhibits are included by reference in this amendment as revisions of their respective portions of Appendix IV.

The longest delays to which projects are subject are the result of State agencies refusing to comply with the requirements of Sections 15082(b) of the State CEQA Guidelines and 21081.6 of the Public Resources Code.

(6) Zoning. Zones require provision of off-street parking sufficient for the use, limit building height to that in which fire may be suppressed and establish building setbacks from property lines for access, especially for fire suppression.

The Potential High Fire Hazard zone requires side and rear setbacks of 30 feet, building separation of 30 feet, exterior surfaces capable of an hour of fire resistance, Class A roofs (excluding wood), Uniform Fire Code conformance, provision of 2500 gallons of water, or an adequate alternate, and provision of driveways suitable for fire suppression equipment. This zone is applied in areas of potential wildfires.These standards are intended to slow the spread of fire.

(7) Integrated Density Bonus. In 1983 and 1984, Plumas County integrated a density bonus in the permitted densities. In its letter of October 19, 1984, the Department of Housing and Community Development found this in compliance with Article 10.6 of the Government Code. In its letter of March 16, 1990, the Department of Housing and Community Development considers this a constraint on the maintenance, improvement or development of housing for all income levels. As discussed above, Plumas County has met and exceeded its housing needs. By a recent evaluation by the State Rural Housing Coalition, Plumas is one of only two counties to have met, and exceeded, low income housing needs. If an integrated density bonus is a constraint, this state needs more such constraints. The integrated density bonus expedites the local development process by reducing paper work and attendant delays. It results in the zoning of sufficient land at densities high enough for production of affordable housing by providing for the maximum possible densities consistent with public health, safety and welfare. By providing a density bonus without unnecessary regulations and delays and with a reduction of governmental regulations for land use and development to a minimum consistent with public health, safety and welfare, housing development costs are significantly reduced, thereby facilitating the development of affordable housing. The integrated density bonus has, by simplifying the permit process and reducing land use regulations, decreased the costs of development. This is all demonstrated above by the substantial contribution of private development to the meeting and exceeding of housing needs for all income levels,

including lower income housing. Therefore, it is abundantly clear that the integrated density bonus has achieved the purposes of Chapter 4.2 of Division 1 of Title 7 of the Government Code as set forth in Section 65913(a) in an efficient and unobtrusive manner. This is not a constraint on housing, but an incentive for housing.

Non-governmental Constraints

(1) Availability of financing. Financing for new home construction and resales is available in Plumas County. Interest rates are generally equal to the prevailing rural California rates.

(2) Land price. Land prices in Plumas County are thought to be based upon the original cost of land plus costs of improvements plus profit. The average cost of improvements in a prime opportunity area, not considering recreational subdivisions, are 7% of the lot price. An increase or decrease within the normal range does not affect land costs. These variations are absorbed in the profit. The controlling factors appear to be original purchase price and demand. Lot costs in Plumas County range from $8,000 to $100,000+.

(3) Cost of construction. $ 55 per square foot is a generally accepted minimum cost for a contractor built home. A common practice in the County is the owner-built home, which can reduce costs per foot. Generally, the addition of amenities is the prime motivation rather than achieving the basic necessities for the least cost.

Energy Conservation

All residential development in Plumas County must conform to Solar Design Standards provided California. Due to steep slopes and natural vegetative cover, solar access is sometimes difficult. In order to allow unlimited alternatives and creativity, Plumas County has established minimum setback requirements and maximum height limits, consistent with fire safety standards to allow maximum utilization of solar energy. The Plumas County Community Development Commission (PCCDC), in conjunction with Pacific Gas and Electric Company and U. S. Department of Energy funds through the California Department of Economic Opportunity, instituted a weatherization program which has involved 600 dwelling units to date. This program will continue creating greater heating efficiency of lower income homes.

HOUSING PROGRAM

The Plumas County General Plan provides the potential for 28,898 additional dwelling units in prime opportunity areas without "historic" limitations. This capacity provides unencumbered opportunities for development of housing consistent with demand. The prime opportunity areas are divided into four residential density classifications: 2, 3, 7 and 21.8 dwelling units per acre. Development consistent with the designated density may, in all cases, take the form of on site construction or manufactured housing. Any dwelling units or permitted guest house may be owner occupied or rented without limitation. Utilization of land for mobilehomes is permitted in all areas designated for 21.8 units per acre and is possible subject to combining zoning, on a foundation system or under a planned development permit in all other residential areas.

The Plumas County Community Development Commission (PCCDC) shall continue to utilize all available programs to provide housing units as specified within the Housing Element throughout the Prime Opportunity Areas in order to meet the Housing Goal.

Plumas County has adopted the minimum development requirements necessary to protect public health and safety. Plumas County has adopted the maximum possible densities consistent with the availability of or provision for the minimum services and improvements necessary to ensure public health, safety and welfare at those densities.

In achieving the Housing Goal, additional regulatory concessions and incentives and density bonuses will not be provided as those have been provided since 1983-4 by integration into the General Plan through establishing maximum densities and minimum development requirements necessary to protect the public health and safety. Any variance from these provisions would lead to long term and short term problems and violations of State Law. It is the goal of Plumas County to continue tomake housing available to all economic segments of Plumas County, by utilizing the minimum of governmental constraints.

The PCCDC will utilize all available programs which include, but are not limited to, the County Revolving Loan Fund and Community Development Block Grants in order to improve the existing housing stock and achieve the Housing Element Goal.

New housing will be provided utilizing private development, Farmers Home Administration programs and other State and Federal programs when available. The PCCDC will proceed with its recently authorized Mortgage Credit Certificate Program. The PCCDC shall promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color to the greatest extent possible by providing a receiving and referral service for complaints of housing discrimination. All County subsidized housing programs shall provide housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.

Persons in need of emergency shelter and transitional housing shall be provided for by designation of certain areas as shelter and transitional housing zones.

The PCCDC, with the cooperation of the Planning Department, shall explore the possibility of establishing local housing counseling services.

THREE YEAR IMPLEMENTATION PROGRAM
(1989 to July 1, 1992 review and revision)

1. Rehabilitation Continue utilization of Rehabilitation Revolving Fund. Utilize additional State and Federal Programs which may become available. (Community Block Grant Program, Farmers Home 502 and 504 and HCD deferred payment rehabilitation loans as authorized in Proposition 77 in June 1988.)

Quantified Goal: 30-45 units.

Annual Need/ Action to Meet Three Year Demand: 10-15 units per year.

Responsible Agency: Plumas County Community Development Commission.

2. New Construction. Utilization of State and Federal programs such as, but not limited to, Farmers Home 515 and 502. Monitor private sector development activity.

Quantified Goal: 195 units.

Annual Need/Action to Meet Three Year Demand: 65 units per year minimum.

Responsible Agency: Plumas County Community Development Commission and Plumas County Planning Department.

3. Rent Assistance. Continue present programs and expand program as funds are available from State and Federal agencies. (Department of Housing and Urban Development, Section 8)

Quantified Goal: 225 unit years.

Annual Need/ Action to Meet Three Year Demand: 75 units per year.

Responsible Agency: Plumas County Community Development Commission.

4. Establish alternative type housing provision as part of the County Building Code and apply to Rural area of Plumas County utilizing the zoning process.

Quanitifed need: 1 Ordinance making this provision.

Annual Need/ Action to Meet Three Year Demand: By July 1, 1992.

Responsible Agency: Plumas County Building Department.

5. Maintain the Plumas County Community Development Commission as the local contact and referral agency for complaints of housing discrimination.

Quantified need: 1 local contact and referral agency for complaints of housing discrimination.

Annual Need/ Action to Meet Three Year Demand: Immediate and Constant.

Responsible Agency: Plumas County Community Development Commission.

6. Emergency Shelter. Identify the Commercial and Recreation areas in which the zoning permits "lodging facilities" as emergency shelter zones.

Quantified need: 1 identification of Commercial and Recreation areas as emergency shelter zones.

Annual Need/ Action to Meet Three Year Demand: Adoption of this amendment.

Responsible Agency: Plumas County Board of Supervisors and Planning Department.

7. Transitional Housing. Identify Multiple Family Residential Areas as Transitional Housing zones.

Quantified need: 1 identification of Multiple Family Residential areas as Transitional Housing zones.

Annual Need/ Action to Meet Three Year Demand: Adoption of this amendment.
Responsible Agency: Plumas County Board of Supervisors and Planning Department.

8. Counseling. Explore the possibility of establishing local housing counseling services.

Quantified need: 1 local housing counseling service need study.

Annual Need/ Action to Meet Three Year Demand: Report on Possibilities by January 1, 1992.

Responsible Agency: Plumas County Community Development Commission.

9. First Time Homebuyer Program. Seek to implement a First Time Homebuyer Program, including through a Mortgage Credit Certificate Program.

Quantified need: 1 First Time Homebuyer Program.

Annual Need/ Action to Meet Three Year Demand: Implement by 7/1/1990.

Responsible Agency: Plumas County Community Development Commission.

10. Continue to provide technical assistance and to seek funds for infrastructure repair, upgrade and purchase to and for districts as requested.

Quantified Need: 1 technical assistance and 1 seeking of funds for each request.

Annual Need/ Action to Meet Three Year Demand: Action as requested.

Responsible Agency: Plumas County Community Development Commission

11. Maintain minimum governmental regulations and a surplus of lands available for development so as to preclude artificially inflated costs.

Quantified need: 1 minimum of governmental regulations. 1 surplus of lands available for development. Each to an extent preclusive of artificially inflated costs

Annual Need/ Action to Meet Three Year Demand: Review all proposed regulations regarding housing and development to ensure they do not exceed the minimum for public health, safety and welfare and for maintaining community values. Review all general plan amendments and zone changes to ensure that the surplus of lands available for development is not reduced below a level which precludes artificially inflated costs. Encourage development to the maximum permitted densities consistent with the opportunity area, constraints and policies.

Responsible Agency: Plumas County Planning Department

*PCCDC - Plumas County Community Development Commission

Citizens Participation

This Housing Element was developed in conjunction with an overall General Plan amendment which began in 1980. Throughout the process, public involvement and input was generated which served to provide guidance and direction. A complete list of community meetings, public hearings and references is available in the office of the Planning Director.A synopsis of the 1979--1985 amendment process is available from the Planning Department. From 1985 through 1989 Plumas County conducted an annual general plan review as a part of which anyone could submit an application for amendments within specific areas or of the text without payment of any fees. Notices soliciting applications were published and distributed.

FIGURE 1

Individual Planning Area Population Projections
From 4-1 to 4-1 Annually

Planning Area	1970	1980	% Change	1989	% Change	1990	% Change	1995	% Change	2000	% Change	Annual Growth Rate
Almanor-Canyon	2,181	4,040	+85.2	4,957	+22.7	5,071	+ 2.3	5,682	+12.0	6,366	+12.0	2.3%
% of total	21.6	26.1		27.6		27.7		28.4		29.1		
Indian Valley	2,044	2,810	+37.5	2,977	+ 5.9	2,996	+ 0.6	3,094	+ 3.3	3,195	+ 3.3	0.6%
% of total	20.3	18.2		16.6		16.4		15.5		14.6		
American Valley-Middle Fork	4,417	5,888	+33.3	6,427	+ 9.2	6,490	+ 1.0	6,814	+ 5.0	7,154	+ 5.0%	1.0%
% of total	43.8	38.1		35.7		35.5		34.1		32.7		
Mohawk	733	1,390	+79.8	1,879	+35.2	1,943	+ 3.4	2,297	+18.2	2,716	+18.2	3.4%
% of total	7.7	9.0		10.4		10.6		11.5		12.4		
Sierra Valley-Last Chance	667	1,327	+99.0	1,742	+31.3	1,795	+ 3.0	2,088	+16.3	2,429	+16.3	3.1%
% of total	6.6	8.6		9.7		9.8		10.5		11.1		
TOTAL	10,082	15,455	+53.3	17,982	+16.4	18,295	+ 1.7	19,975	+ 9.2	21,860	+ 9.4	1.8%

FIGURE 2
HOUSING UNITS

	YEAR-ROUND HOUSING UNITS				% AREA TOTAL					% TOTAL		
	1970	1980	1989	1990	1970	1980	1989	1990	1970	1980	1989	1990
ALMANOR - CANYON	1,689	2,124	2,734	2,802					31.7%	28.7%	29.2%	29.2%
Single Family	1,561	1,746	2,300	2,362	92.4%	82.2%	84.1%	84.3%	33.1%	32.9%	34.2%	34.4%
Multiple Family	75	238	266	269	4.4%	11.2%	9.7%	9.6%	22.5%	23.3%	20.8%	20.6%
Mobile Home	53	183	168	171	3.1%	8.6%	6.1%	6.1%	19.2%	17.1%	12.2%	12.1%
INDIAN VALLEY	849	1,189	1,331	1,346					16.0%	16.1%	14.2%	14.0%
Single Family	746	803	897	907	87.9%	67.5%	67.4%	67.4%	15.8%	15.1%	13.4%	13.2%
Multiple Family	48	165	165	165	5.7%	13.9%	12.4%	12.3%	14.4%	16.1%	12.9%	12.6%
Mobile Home	55	221	269	274	6.5%	18.6%	20.2%	20.4%	19.9%	20.6%	19.5%	19.4%
AMERICAN VALLEY - MIDDLE FORK	1,977	2,500	3,028	3,086					37.2%	33.8%	32.3%	32.2%
Single Family	1,697	1,677	1,982	2,016	85.8%	67.1%	65.5%	65.3%	36.0%	31.6%	29.5%	29.3%
Multiple Family	173	449	614	632	8.8%	18.0%	20.3%	20.5%	52.0%	43.9%	48.0%	48.3%
Mobile Home	107	374	432	438	5.4%	15.0%	14.3%	14.2%	38.8%	34.9%	31.4%	31.1%
MOHAWK	426	1,011	1,438	1,485					8.0%	13.7%	15.3%	15.5%
Single Family	380	738	1,038	1,071	89.2%	73.0%	72.2%	72.1%	8.1%	13.9%	15.5%	15.6%
Multiple Family	17	134	198	205	4.0%	13.3%	13.8%	13.8%	5.1%	13.1%	15.5%	15.7%
Mobile Home	29	139	202	209	6.8%	13.7%	14.0%	14.1%	10.5%	13.0%	14.7%	14.8%
SIERRA VALLEY - LAST CHANCE	380	571	842	872					7.1%	7.7%	9.0%	9.1%
Single Family	328	337	499	517	86.3%	59.0%	59.3%	59.3%	7.0%	6.4%	7.4%	7.5%
Multiple Family	20	37	37	37	5.3%	6.5%	4.4%	4.2%	6.0%	3.6%	2.9%	2.8%
Mobile Home	32	197	306	318	8.4%	34.5%	36.3%	36.5%	11.6%	18.4%	22.2%	22.6%
UNINCORPORATED COUNTY	5,321	7,395	9,373	9,591								
Single Family	4,712	5,301	6,716	6,873	88.6%	71.7%	71.7%	71.7%				
Multiple Family	333	1,023	1,280	1,308	6.3%	13.8%	13.7%	13.6%				
Mobile Home	276	1071	1377	1410	5.2%	14.5%	14.7%	14.7%				

FIGURE 3
HOUSEHOLDS

	ALMANOR-CANYON	INDIAN VALLEY	AMERICAN VALLEY - MIDDLE FORK	MOHAWK	SIERRA VALLEY - LAST CHANCE	UNINCORPORATED COUNTY
HOUSEHOLDS						
1970	779	749	1,577	260	241	3,546
1980	1,555	1,063	2,218	571	486	5,893
1989	2,048	1,163	2,656	903	648	7,418
1990	2,113	1,175	2,715	952	667	7,622
% TOTAL						
1970	22.0%	21.1%	44.5%	7.3%	6.8%	100.0%
1980	26.4%	18.0%	37.6%	9.7%	8.2%	100.0%
1989	27.6%	15.7%	35.8%	12.2%	8.7%	100.0%
1990	27.7%	15.4%	35.6%	12.5%	8.8%	100.0%
OCCUPANCY RATE						
1970	46.1%	88.2%	76.7%	61.0%	63.4%	66.6%
1980	73.2%	89.4%	88.7%	56.5%	85.1%	79.7%
1989	74.9%	87.4%	87.7%	62.8%	77.0%	79.1%
1990	75.4%	87.3%	88.0%	64.1%	76.5%	79.5%
OWNER OCCUPIED HOUSEHOLDS						
1970	492	463	868	173	164	2,160
1980	1,084	691	1,368	451	366	3,960
1989	1,546	790	1,769	814	531	5,450
1990	1,610	801	1,824	871	552	5,658
RENTER OCCUPIED HOUSEHOLDS						
1970	287	286	649	87	77	1,386
1980	471	372	850	120	120	1,933
1989	502	373	887	89	117	1,968
1990	503	374	891	81	115	1,964
% RENTER OCCUPANCY						
1970	36.8%	38.2%	41.2%	33.5%	32.0%	39.1%
1980	30.3%	35.0%	38.3%	21.0%	24.7%	32.8%
1989	24.5%	32.1%	33.4%	9.9%	18.1%	26.5%
1990	23.8%	31.8%	32.8%	8.5%	17.2%	25.8%
AVAILABLE RENTALS						
1970	377	376	852	114	101	1,820
1980	493	412	896	154	152	2,107
1989	597	444	936	190	198	2,365
1990	605	448	940	194	203	2,390
% AVAILABLE RENTALS						
1970	20.7%	20.7%	46.8%	6.3%	5.5%	100.0%
1980	23.4%	19.6%	42.5%	7.3%	7.2%	100.0%
1989	25.2%	18.8%	39.6%	8.0%	8.4%	100.0%
1990	25.3%	18.7%	39.3%	8.1%	8.5%	100.0%
PERSONS PER HOUSEHOLD						
1970	2.80	2.73	2.91	2.82	2.77	2.84
1980	2.60	2.64	2.65	2.43	2.73	2.62
1989	2.42	2.56	2.42	2.08	2.69	2.42
1990	2.40	2.55	2.39	2.04	2.69	2.40

FIGURE 4
MONTHLY HOUSING COSTS

	OWNER OCCUPIED						RENTER OCCUPIED						TOTAL					
	INCOME <$15K	% AREA	INCOME >$15K	% AREA	TOTAL	% AREA	INCOME <$15K	% AREA	INCOME >$15K	% AREA	TOTAL	% AREA	INCOME <$15K	% AREA	INCOME >$15K	% AREA	TOTAL	% AREA
ALMANOR - CANYON																		
COST 0 - 25% INCOME	168	19.8%	470	55.4%	638	75.2%	56	13.4%	184	44.1%	240	57.6%	224	17.7%	654	51.7%	878	69.4%
COST + 25% INCOME	95	11.2%	115	13.6%	210	24.8%	167	40.0%	10	2.4%	177	42.4%	262	20.7%	125	9.9%	387	30.6%
TOTAL	263	31.0%	585	69.0%	848	100.0%	223	53.5%	194	46.5%	417	100.0%	486	38.4%	779	61.6%	1,265	100.0%
INDIAN VALLEY																		
COST 0 - 25% INCOME	109	27.0%	225	55.7%	334	82.7%	71	20.2%	180	51.1%	251	71.3%	180	23.8%	405	53.6%	585	77.4%
COST + 25% INCOME	61	15.1%	9	2.2%	70	17.3%	94	26.7%	7	2.0%	101	28.7%	155	20.5%	16	2.1%	171	22.6%
TOTAL	170	42.1%	234	57.9%	404	100.0%	165	46.9%	187	53.1%	352	100.0%	335	44.3%	421	55.7%	756	100.0%
AMERICAN VALLEY - MIDDLE FORK																		
COST 0 - 25% INCOME	158	17.6%	508	56.6%	666	74.2%	86	11.5%	280	37.4%	366	48.9%	244	14.8%	788	47.9%	1,032	62.7%
COST + 25% INCOME	152	16.9%	79	8.8%	231	25.8%	380	50.7%	3	0.4%	383	51.1%	532	32.3%	82	5.0%	614	37.3%
TOTAL	310	34.6%	587	65.4%	897	100.0%	466	62.2%	283	37.8%	749	100.0%	776	47.1%	870	52.9%	1,646	100.0%
MOHAWK																		
COST 0 - 25% INCOME	106	33.3%	118	37.1%	224	70.4%	10	9.9%	43	42.6%	53	52.5%	116	27.7%	161	38.4%	277	66.1%
COST + 25% INCOME	69	21.7%	25	7.9%	94	29.6%	38	37.6%	10	9.9%	48	47.5%	107	25.5%	35	8.4%	142	33.9%
TOTAL	175	55.0%	143	45.0%	318	100.0%	48	47.5%	53	52.5%	101	100.0%	223	53.2%	196	46.8%	419	100.0%
SIERRA VALLEY - LAST CHANCE																		
COST 0 - 25% INCOME	44	27.8%	72	45.6%	116	73.4%	16	28.1%	14	24.6%	30	52.6%	60	27.9%	86	40.0%	146	67.9%
COST + 25% INCOME	27	17.1%	15	9.5%	42	26.6%	27	47.4%	0	0.0%	27	47.4%	54	25.1%	15	7.0%	69	32.1%
TOTAL	71	44.9%	87	55.1%	158	100.0%	43	75.4%	14	24.6%	57	100.0%	114	53.0%	101	47.0%	215	100.0%
UNINCORPORATED COUNTY																		
COST 0 - 25% INCOME	585	22.3%	1,393	53.1%	1,978	75.4%	239	14.3%	701	41.8%	940	56.1%	824	19.2%	2,094	48.7%	2,918	67.8%
COST + 25% INCOME	404	15.4%	243	9.3%	647	24.6%	706	42.1%	30	1.8%	736	43.9%	1,110	25.8%	273	6.3%	1,383	32.2%
TOTAL	989	37.7%	1,636	62.3%	2,625	100.0%	945	56.4%	731	43.6%	1,676	100.0%	1,934	45.0%	2,367	55.0%	4,301	100.0%

FIGURE 5
NEW RESIDENTIAL CONSTRUCTION
(Dwelling Units)
SINCE 7/1/1984
AND PROJECTED THROUGH 6/30/1992

	July 1, 1984 Through 1988	1989	1989 SUBTOTAL	1989 OCCUPANCY RATE	OCCUPIED 1989	1990	1990 SUBTOTAL	1990 OCCUPANCY RATE	OCCUPIED 1990	1991	TO JULY 1, 1992	1992 TOTAL	1990 OCCUPANCY RATE	OCCUPIED 1992
ALMANOR - CANYON	366	66	432	74.9%	324	63	495	75.4%	373	60	29	584	75.4%	440
INDIAN VALLEY	95	16	111	87.4%	97	16	127	87.3%	111	15	8	150	87.3%	131
AMERICAN VALLEY - MIDDLE FORK	262	57	319	87.7%	280	57	376	88.0%	331	56	27	459	88.0%	404
MOHAWK	170	46	216	62.8%	136	46	262	64.1%	168	45	22	329	64.1%	211
SIERRA VALLEY - LAST CHANCE	163	34	197	77.0%	152	34	231	76.5%	177	34	17	282	76.5%	216
UNINCORPORATED COUNTY	1,056	219	1,275	77.5%	988	216	1,491	77.8%	1,160	210	103	1,804	77.7%	1,402

FIGURE 6
INCOME

FAMILY

YEAR	MEDIAN ANNUAL INCOME	MEDIAN MONTHLY INCOME	25% MONTHLY INCOME	AVERAGE NOT MORTG COST	COST/25% INCOME	AVERAGE MORTGAGE	COST/25% INCOME	AVERAGE RENT	COST/25% INCOME
1970	$9,755	$812.92	$203.23	N/A	N/A	N/A	N/A	$68.05	33.5%
1980	$17,227	$1,435.58	$358.90	$115.49	32.2%	$414.77	115.6%	$178.20	49.7%
1989	$27,700	$2,308.33	$577.08	$172.89	30.0%	$569.37	98.7%	$269.00	46.6%

HOUSEHOLD

YEAR	MEDIAN ANNUAL INCOME	MEDIAN MONTHLY INCOME	25% MONTHLY INCOME	AVERAGE NOT MORTG COST	COST/25% INCOME	AVERAGE MORTGAGE	COST/25% INCOME	AVERAGE RENT	COST/25% INCOME
1970	$8,610	$717.50	$179.38	N/A	N/A	N/A	N/A	$68.05	37.9%
1980	$15,205	$1,267.08	$316.77	$115.49	36.5%	$414.77	130.9%	$178.20	56.3%
1989	$24,448	$2,037.33	$509.33	$172.89	33.9%	$569.37	111.8%	$269.00	52.8%

FIGURE 7
SPECIAL HOUSING NEEDS

	ALMANOR-CANYON	INDIAN VALLEY	AMERICAN VALLEY-MIDDLE FORK	MOHAWK	SIERRA VALLEY-LAST CHANCE	UNINCORPORATED COUNTY
PERSONS WITH WORK DISABILITY						
PREVENTED FROM WORKING	121	63	134	37	25	380
% AREA POPULATION	3.0%	2.2%	2.3%	2.7%	1.9%	2.5%
NOT PREVENTED FROM WORKING	104	61	182	53	6	406
% AREA POPULATION	2.6%	2.2%	3.1%	3.8%	0.5%	2.6%
TOTAL	225	124	316	90	31	786
% AREA POPULATION	5.6%	4.4%	5.4%	6.5%	2.3%	5.1%
PUBLIC TRANSPORTATION DISABILITY						
AGE 16-64	39	13	51	8	0	111
% AREA POPULATION	1.0%	0.5%	0.9%	0.6%	0.0%	0.7%
AGE 65 +	27	41	61	8	0	137
% AREA POPULATION	0.7%	1.5%	1.0%	0.6%	0.0%	0.9%
TOTAL	66	54	112	16	0	248
% AREA POPULATION	1.6%	1.9%	1.9%	1.2%	0.0%	1.6%
HOUSEHOLDS WITH 1 OR MORE PERSONS AGE 65 +						
OWNER OCCUPIED	269	202	314	137	81	1003
% AREA HOUSEHOLDS	17.3%	19.0%	14.2%	24.0%	16.7%	17.0%
RENTER OCCUPIED	43	56	118	18	12	247
% AREA HOUSEHOLDS	2.8%	5.3%	5.3%	3.2%	2.5%	4.2%
TOTAL	312	258	432	155	9393	1250
% AREA HOUSEHOLDS	20.1%	24.3%	19.5%	27.2%	19.1%	21.2%
LARGE FAMILY HOUSEHOLDS (5 + PERSONS)						
OWNER OCCUPIED	90	77	158	30	37	392
% AREA HOUSEHOLDS	5.8%	7.2%	7.1%	5.3%	7.6%	6.6%
RENTER OCCUPIED	36	36	64	7	10	153
% AREA HOUSEHOLDS	2.3%	3.4%	2.9%	1.2%	2.1%	2.6%
TOTAL	126	113	222	37	47	545
% AREA HOUSEHOLDS	8.1%	10.6%	10.0%	6.5%	9.7%	9.2%
SMALL FAMILY HOUSEHOLDS (4 - PERSONS)						
OWNER OCCUPIED	1027	614	1213	424	328	3606
% AREA HOUSEHOLDS	66.1%	57.8%	54.7%	74.3%	67.5%	61.2%
RENTER OCCUPIED	402	336	783	110	110	1741
% AREA HOUSEHOLDS	25.9%	31.6%	35.3%	19.3%	22.6%	29.6%
TOTAL	1429	950	1996	534	438	5347
% AREA HOUSEHOLDS	91.9%	89.4%	90.0%	93.5%	90.1%	90.7%
SINGLE PERSON HOUSEHOLDS						
MALE	148	89	256	45	36	574
% AREA HOUSEHOLDS	9.5%	8.4%	11.5%	7.9%	7.4%	9.7%
FEMALE	96	127	248	54	27	552
% AREA HOUSEHOLDS	6.2%	11.9%	11.2%	9.5%	5.6%	9.4%
TOTAL	244	216	504	99	63	1126
% AREA HOUSEHOLDS	15.7%	20.3%	22.7%	17.3%	13.0%	19.1%
FAMILIES WITH SINGLE HEAD OF HOUSEHOLD						
MALE	34	37	70	8	13	162
% AREA HOUSEHOLDS	2.2%	3.5%	3.2%	1.4%	2.7%	2.8%
FEMALE	56	68	169	14	25	332
% AREA HOUSEHOLDS	3.6%	6.4%	7.6%	2.5%	5.1%	5.6%
TOTAL	90	105	239	22	38	494
% AREA HOUSEHOLDS	5.7%	9.9%	10.8%	3.9%	7.8%	8.4%
WOOD HEATED HOUSING UNITS						
HOUSING UNITS	1100	723	1213	258	92	3386
% AREA HOUSING UNITS	51.8%	60.8%	48.5%	25.5%	16.1%	45.8%

FIGURE 8

AGE CHARACTERISTICS

(1980 Census & 1989 Estimate)

Planning Area	0-17		18-61		62+		Total	
	1980	1989	1980	1989	1980	1989	1980	1989
Almanor-Canyon	1,042	1,063	2,410	3,125	588	769	4,291	4,957
% Area total	25.8	21.4	59.7	63.0	14.6	15.5	100.0	100.0
% County subtotal	25.0	22.0	26.5	29.8	26.7	28.9	26.1	27.6
Indian Valley	771	849	1,608	1,662	431	466	2,810	2,977
% Area total	27.4	28.5	57.2	55.8	15.3	15.7	100.0	100.0
% County subtotal	18.5	17.6	17.7	15.8	19.5	17.5	18.2	16.6
American Valley-Middle Fork	1,692	2,009	3,450	3,590	746	828	5,888	6,427
% Area total	28.7	31.3	58.6	55.9	12.7	12.9	100.0	100.0
% County subtotal	40.7	41.6	38.0	34.2	33.8	31.1	38.1	35.7
Mohawk	287	376	819	1,115	284	388	1,390	1,879
% Area total	20.6	20.0	58.9	59.3	20.4	20.6	100.0	100.0
% County subtotal	6.9	7.8	9.0	10.6	12.9	14.6	9.0	10.4
Sierra Valley-Last Chance	370	529	799	1,003	156	210	1,325	1,742
% Area total	27.9	30.4	59.5	57.6	11.8	12.0	100.0	100.0
% County subtotal	8.9	11.0	8.8	9.6	7.1	7.9	8.6	9.7
Unincorporated County	4,162	4,826	9,086	10,495	2,205	2,661	15,453	17,982
% County total	26.9	26.8	58.8	58.4	14.3	14.8	100.0	100.0

FIGURE 9
HOUSING UNITS
BY NUMBER OF BEDROOMS

	OWNER OCCUPIED	% AREA	RENTER OCCUPIED	% AREA	UNOCCUPIED	% AREA	TOTAL	% AREA
ALMANOR - CANYON								
# BEDROOMS								
0	9	0.4%	14	0.6%	47	1.9%	70	2.9%
1	81	3.3%	126	5.2%	27	1.1%	234	9.7%
2	399	16.5%	216	8.9%	350	14.5%	965	39.9%
3	514	21.2%	116	4.8%	252	10.4%	882	36.4%
4	111	4.6%	20	0.8%	125	5.2%	256	10.6%
MORE THAN 4	14	0.6%	0	0.0%	0	0.0%	14	0.6%
TOTAL	1,128	46.6%	492	20.3%	801	33.1%	2,421	100.0%
INDIAN VALLEY								
# BEDROOMS								
0	0	0.0%	17	1.5%	14	1.3%	31	2.8%
1	47	4.2%	121	10.8%	55	4.9%	223	19.9%
2	179	16.0%	181	16.2%	29	2.6%	389	34.7%
3	280	25.0%	78	7.0%	45	4.0%	403	36.0%
4	55	4.9%	13	1.2%	0	0.0%	68	6.1%
MORE THAN 4	6	0.5%	0	0.0%	0	0.0%	6	0.5%
TOTAL	567	50.6%	410	36.6%	143	12.8%	1,120	100.0%
AMERICAN VALLEY - MIDDLE FORK								
# BEDROOMS								
0	14	0.6%	90	3.7%	11	0.4%	115	4.7%
1	160	6.5%	204	8.3%	76	3.1%	440	17.9%
2	447	18.2%	336	13.7%	128	5.2%	911	37.0%
3	537	21.8%	166	6.8%	27	1.1%	730	29.7%
4	195	7.9%	14	0.6%	15	0.6%	224	9.1%
MORE THAN 4	39	1.6%	0	0.0%	0	0.0%	39	1.6%
TOTAL	1,392	56.6%	810	32.9%	257	10.5%	2,459	100.0%
MOHAWK								
# BEDROOMS								
0	0	0.0%	0	0.0%	4	0.4%	4	0.4%
1	20	2.0%	19	1.9%	55	5.4%	94	9.3%
2	244	24.1%	74	7.3%	277	27.4%	595	58.8%
3	153	15.1%	31	3.1%	95	9.4%	279	27.6%
4	9	0.9%	0	0.0%	10	1.0%	19	1.9%
MORE THAN 4	5	0.5%	10	1.0%	6	0.6%	21	2.1%
TOTAL	431	42.6%	134	13.2%	447	44.2%	1,012	100.0%
SIERRA VALLEY - LAST CHANCE								
# BEDROOMS								
0	0	0.0%	0	0.0%	6	1.1%	6	1.1%
1	26	4.8%	19	3.5%	23	4.2%	68	12.5%
2	206	37.8%	58	10.6%	39	7.2%	303	55.6%
3	88	16.1%	32	5.9%	12	2.2%	132	24.2%
4	30	5.5%		0.0%	6	1.1%	36	6.6%
MORE THAN 4		0.0%		0.0%		0.0%	0	0.0%
TOTAL	350	64.2%	109	20.0%	86	15.8%	545	100.0%
UNINCORPORATED COUNTY								
# BEDROOMS								
0	23	0.3%	121	1.6%	82	1.1%	226	3.0%
1	334	4.4%	489	6.5%	236	3.1%	1,059	14.0%
2	1,475	19.5%	865	11.4%	823	10.9%	3,163	41.9%
3	1,572	20.8%	423	5.6%	431	5.7%	2,426	32.1%
4	400	5.3%	47	0.6%	156	2.1%	603	8.0%
MORE THAN 4	64	0.8%	10	0.1%	6	0.1%	80	1.1%
TOTAL	3,868	51.2%	1,955	25.9%	1,734	22.9%	7,557	100.0%

FIGURE 10
HOUSEHOLDS
BY NUMBER OF BEDROOMS

	OWNER OCCUPIED	% AREA	RENTER OCCUPIED	% AREA	TOTAL	% AREA
ALMANOR - CANYON						
# BEDROOMS						
0	9	0.6%	14	0.9%	23	1.4%
1	81	5.0%	126	7.8%	207	12.8%
2	399	24.6%	216	13.3%	615	38.0%
3	514	31.7%	116	7.2%	630	38.9%
4	111	6.9%	20	1.2%	131	8.1%
MORE THAN 4	14	0.9%	0	0.0%	14	0.9%
TOTAL	1,128	69.6%	492	30.4%	1,620	100.0%
INDIAN VALLEY						
# BEDROOMS						
0	0	0.0%	17	1.7%	17	1.7%
1	47	4.8%	121	12.4%	168	17.2%
2	179	18.3%	181	18.5%	360	36.8%
3	280	28.7%	78	8.0%	358	36.6%
4	55	5.6%	13	1.3%	68	7.0%
MORE THAN 4	6	0.6%	0	0.0%	6	0.6%
TOTAL	567	58.0%	410	42.0%	977	100.0%
AMERICAN VALLEY - MIDDLE FORK						
# BEDROOMS						
0	14	0.6%	90	4.1%	104	4.7%
1	160	7.3%	204	9.3%	364	16.5%
2	447	20.3%	336	15.3%	783	35.6%
3	537	24.4%	166	7.5%	703	31.9%
4	195	8.9%	14	0.6%	209	9.5%
MORE THAN 4	39	1.8%	0	0.0%	39	1.8%
TOTAL	1,392	63.2%	810	36.8%	2,202	100.0%
MOHAWK						
# BEDROOMS						
0	0	0.0%	0	0.0%	0	0.0%
1	20	3.5%	19	3.4%	39	6.9%
2	244	43.2%	74	13.1%	318	56.3%
3	153	27.1%	31	5.5%	184	32.6%
4	9	1.6%	0	0.0%	9	1.6%
MORE THAN 4	5	0.9%	10	1.8%	15	2.7%
TOTAL	431	76.3%	134	23.7%	565	100.0%
SIERRA VALLEY - LAST CHANCE						
# BEDROOMS						
0	0	0.0%	0	0.0%	0	0.0%
1	26	5.7%	19	4.1%	45	9.8%
2	206	44.9%	58	12.6%	264	57.5%
3	88	19.2%	32	7.0%	120	26.1%
4	30	6.5%		0.0%	30	6.5%
MORE THAN 4		0.0%		0.0%	0	0.0%
TOTAL	350	76.3%	109	23.7%	459	100.0%
UNINCORPORATED COUNTY						
# BEDROOMS						
0	23	0.4%	121	2.1%	144	2.5%
1	334	5.7%	489	8.4%	823	14.1%
2	1,475	25.3%	865	14.9%	2,340	40.2%
3	1,572	27.0%	423	7.3%	1,995	34.3%
4	400	6.9%	47	0.8%	447	7.7%
MORE THAN 4	64	1.1%	10	0.2%	74	1.3%
TOTAL	3,868	66.4%	1,955	33.6%	5,823	100.0%

FIGURE 11
LARGE HOUSING UNITS

PERCENTAGES OF TOTAL	ALMANOR-CANYON	INDIAN VALLEY	AMERICAN VALLEY - MIDDLE FORK	MOHAWK	SIERRA VALLEY - LAST CHANCE	UNINCORPORATED COUNTY
OWNER						
HOUSEHOLDS OCCUPIED BY	39.5%	34.9%	35.1%	29.6%	25.7%	35.0%
HOUSING UNITS OCCUPIED BY	26.4%	30.4%	31.3%	16.5%	21.6%	26.9%
FAMILY HOUSEHOLDS	5.8%	7.2%	7.1%	5.3%	7.6%	6.6%
RENTER						
HOUSEHOLDS OCCUPIED BY	8.4%	9.3%	8.1%	7.3%	7.0%	8.3%
HOUSING UNITS OCCUPIED BY	5.6%	8.2%	7.4%	4.1%	5.9%	6.3%
FAMILY HOUSEHOLDS	2.3%	3.4%	2.9%	1.2%	2.1%	2.6%
TOTAL						
HOUSEHOLDS	47.9%	44.2%	43.2%	36.9%	32.6%	43.3%
UNOCCUPIED HOUSING UNITS	15.6%	4.0%	1.7%	11.0%	3.3%	7.9%
HOUSING UNITS	47.6%	42.6%	40.4%	31.6%	30.8%	41.2%
FAMILY HOUSEHOLDS	8.1%	10.6%	10.0%	6.5%	9.7%	9.2%

FIGURE 12
SMALL HOUSING UNITS

PERCENTAGES OF TOTAL	ALMANOR-CANYON	INDIAN VALLEY	AMERICAN VALLEY - MIDDLE FORK	MOHAWK	SIERRA VALLEY - LAST CHANCE	UNINCORPORATED COUNTY
OWNER						
HOUSEHOLDS OCCUPIED BY	30.2%	23.1%	28.2%	46.7%	50.6%	31.4%
HOUSING UNITS OCCUPIED BY	27.2%	20.2%	25.3%	26.1%	42.6%	24.2%
FAMILY HOUSEHOLDS	66.1%	57.8%	54.7%	74.3%	67.5%	61.2%
RENTER						
HOUSEHOLDS OCCUPIED BY	22.0%	32.6%	28.7%	16.5%	16.7%	25.4%
HOUSING UNITS OCCUPIED BY	14.7%	25.7%	25.7%	9.2%	14.1%	19.5%
FAMILY HOUSEHOLDS	25.9%	31.6%	35.3%	19.3%	22.6%	29.6%
TOTAL						
HOUSEHOLDS	52.2%	55.7%	56.8%	63.2%	67.3%	56.8%
UNOCCUPIED HOUSING UNITS	17.5%	8.8%	8.7%	33.2%	12.5%	15.1%
HOUSING UNITS	52.5%	57.4%	59.6%	68.5%	69.2%	58.9%
FAMILY HOUSEHOLDS	91.9%	89.4%	90.0%	93.5%	90.1%	90.7%

FIGURE 13
RENTER HOUSEHOLDS
BY MONTHLY RENT

	1970			1980			1989		
	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL
ALLEGHANY-CANTON	263	100.0%	22.0%	434	100.0%	24.7%	502	100.0%	25.5%
RENT $ 0 - 99	214	81.4%	22.3%	99	22.8%	31.4%	63	12.5%	38.7%
RENT $100-199	29	11.0%	19.2%	171	39.4%	18.3%	83	16.5%	22.1%
RENT $200-299	0	0.0%	ERR	93	21.4%	21.1%	132	26.3%	24.0%
RENT $300 +	0	0.0%	0.0%	38	8.8%	28.8%	184	36.7%	25.0%
NO CASH RENT	20	7.6%	23.0%	33	7.6%	26.8%	40	8.0%	28.4%
AVERAGE RENT	$72.12			$176.02			$256.97		
INDIAN VALLEY	254	100.0%	21.2%	328	100.0%	18.7%	373	100.0%	19.0%
RENT $ 0 - 99	221	87.0%	23.0%	64	19.5%	20.3%	35	9.4%	21.5%
RENT $100-199	16	6.3%	10.6%	154	47.0%	16.5%	88	23.6%	23.4%
RENT $200-299	0	0.0%	ERR	74	22.6%	16.8%	126	33.8%	22.9%
RENT $300 +	0	0.0%	0.0%	4	1.2%	3.0%	90	24.1%	12.2%
NO CASH RENT	17	6.7%	19.5%	32	9.8%	26.0%	34	9.1%	24.1%
AVERAGE RENT	$58.43			$153.48			$237.87		
AMERICAN VALLEY - MIDDLE FORK	574	100.0%	47.9%	802	100.0%	45.7%	887	100.0%	45.1%
RENT $ 0 - 99	456	79.4%	47.5%	111	13.8%	35.2%	38	4.3%	23.3%
RENT $100-199	89	15.5%	58.9%	356	44.4%	38.2%	170	19.2%	45.2%
RENT $200-299	0	0.0%	ERR	236	29.4%	53.5%	243	27.4%	44.1%
RENT $300 +	1	0.2%	100.0%	70	8.7%	53.0%	400	45.1%	54.3%
NO CASH RENT	28	4.9%	32.2%	29	3.6%	23.6%	36	4.1%	25.5%
AVERAGE RENT	$70.34			$191.35			$291.93		
MOHAWK	65	100.0%	5.4%	96	100.0%	5.5%	89	100.0%	4.5%
RENT $ 0 - 99	44	67.7%	4.6%	22	22.9%	7.0%	10	11.2%	6.1%
RENT $100-199	8	12.3%	5.3%	27	28.1%	2.9%	19	21.3%	5.1%
RENT $200-299	0	0.0%	ERR	15	15.6%	3.4%	17	19.1%	3.1%
RENT $300 +	0	0.0%	0.0%	17	17.7%	12.9%	29	32.6%	3.9%
NO CASH RENT	13	20.0%	14.9%	15	15.6%	12.2%	14	15.7%	9.9%
AVERAGE RENT	$68.29			$183.96			$259.93		
SIERRA VALLEY - LAST CHANCE	42	100.0%	3.5%	96	100.0%	5.5%	117	100.0%	5.9%
RENT $ 0 - 99	24	57.1%	2.5%	19	19.8%	6.0%	17	14.5%	10.4%
RENT $100-199	9	21.4%	6.0%	37	38.5%	4.0%	16	13.7%	4.3%
RENT $200-299	0	0.0%	ERR	23	24.0%	5.2%	33	28.2%	6.0%
RENT $300 +	0	0.0%	0.0%	3	3.1%	2.3%	34	29.1%	4.6%
NO CASH RENT	9	21.4%	10.3%	14	14.6%	11.4%	17	14.5%	12.1%
AVERAGE RENT	$69.00			$156.83			$252.83		
UNINCORPORATED COUNTY	1198	100.0%		1756	100.0%		1968	100.0%	
RENT $ 0 - 99	959	80.1%		315	17.9%		163	8.3%	
RENT $100-199	151	12.6%		932	53.1%		376	19.1%	
RENT $200-299	0	0.0%		441	25.1%		551	28.0%	
RENT $300 +	1	0.1%		132	7.5%		737	37.4%	
NO CASH RENT	87	7.3%		123	7.0%		141	7.2%	
AVERAGE RENT	$68.05			$178.20			$269.00		

FIGURE 14
RENTER HOUSEHOLDS
BY MONTHLY RENT
IN 1970 DOLLARS

	1970			1980			1989		
	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL
ALPAUGH-CANYON	263	100.0%	22.0%	434	100.0%	24.7%	502	100.0%	25.5%
RENT $ 0 - 99	214	81.4%	22.3%	266	61.3%	24.4%	303	60.4%	48.2%
RENT $100-199	29	11.0%	19.2%	131	30.2%	25.3%	159	31.7%	19.7%
RENT $200-299	0	0.0%	ERR	4	0.9%	16.0%	0	0.0%	ERR
RENT $300 +	0	0.0%	0.0%	0	0.0%	ERR	0	0.0%	ERR
NO CASH RENT	20	7.6%	23.0%	33	7.6%	26.8%	40	8.0%	28.4%
AVERAGE RENT	$72.12			$80.97			$77.09		
INDIAN VALLEY	254	100.0%	21.2%	328	100.0%	18.7%	373	100.0%	19.0%
RENT $ 0 - 99	221	87.0%	23.0%	236	72.0%	21.6%	259	69.4%	41.2%
RENT $100-199	16	6.3%	10.6%	58	17.7%	11.2%	80	21.4%	9.9%
RENT $200-299	0	0.0%	ERR	2	0.6%	8.0%	0	0.0%	ERR
RENT $300 +	0	0.0%	0.0%	0	0.0%	ERR	0	0.0%	ERR
NO CASH RENT	17	6.7%	19.5%	32	9.8%	26.0%	34	9.1%	24.1%
AVERAGE RENT	$58.43			$70.60			$71.36		
AMERICAN VALLEY - MIDDLE FORK	574	100.0%	47.9%	802	100.0%	45.7%	887	100.0%	45.1%
RENT $ 0 - 99	456	79.4%	47.5%	477	59.5%	43.7%	517	58.3%	82.3%
RENT $100-199	89	15.5%	58.9%	280	34.9%	54.2%	334	37.7%	41.4%
RENT $200-299	0	0.0%	ERR	16	2.0%	64.0%	0	0.0%	ERR
RENT $300 +	1	0.2%	100.0%	0	0.0%	ERR	0	0.0%	ERR
NO CASH RENT	28	4.9%	32.2%	29	3.6%	23.6%	36	4.1%	25.5%
AVERAGE RENT	$70.34			$88.02			$87.58		
MOHAWK	65	100.0%	5.4%	96	100.0%	5.5%	89	100.0%	4.5%
RENT $ 0 - 99	44	67.7%	4.6%	52	54.2%	4.8%	51	57.3%	8.1%
RENT $100-199	8	12.3%	5.3%	27	28.1%	5.2%	24	27.0%	3.0%
RENT $200-299	0	0.0%	ERR	2	2.1%	8.0%	0	0.0%	ERR
RENT $300 +	0	0.0%	0.0%	0	0.0%	ERR	0	0.0%	ERR
NO CASH RENT	13	20.0%	14.9%	15	15.6%	12.2%	14	15.7%	9.9%
AVERAGE RENT	$68.29			$84.62			$77.98		
SIERRA VALLEY - LAST CHANCE	42	100.0%	3.5%	96	100.0%	5.5%	117	100.0%	5.9%
RENT $ 0 - 99	24	57.1%	2.5%	60	62.5%	5.5%	69	59.0%	11.0%
RENT $100-199	9	21.4%	6.0%	21	21.9%	4.1%	31	26.5%	3.8%
RENT $200-299	0	0.0%	ERR	1	1.0%	4.0%	0	0.0%	ERR
RENT $300 +	0	0.0%	0.0%	0	0.0%	ERR	0	0.0%	ERR
NO CASH RENT	9	21.4%	10.3%	14	14.6%	11.4%	17	14.5%	12.1%
AVERAGE RENT	$69.00			$72.14			$75.85		
UNINCORPORATED COUNTY	1198	100.0%		1756	100.0%		1968	100.0%	
RENT $ 0 - 99	959	80.1%		1091	62.1%		628	31.9%	
RENT $100-199	151	12.6%		517	29.4%		807	41.0%	
RENT $200-299	0	0.0%		25	1.4%		0	0.0%	
RENT $300 +	1	0.1%		0	0.0%		0	0.0%	
NO CASH RENT	87	7.3%		123	7.0%		141	7.2%	
AVERAGE RENT	$68.05			$81.97			$80.70		

FIGURE 15
OWNER HOUSEHOLDS
BY MONTHLY MORTGAGE

	1980			1989			1980 IN 1970 $			1989 IN 1970 $		
	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLD	PER CENT OF AREA	PERCENT RANGE TOTAL
ALMANOR-CANYON	635	100.0%	28.7%	906	100.0%	29.8%	635	100.0%	28.7%	906	100.0%	29.8%
COST $ 0- 99	0	0.0%	ERR	0	0.0%	ERR	29	4.6%	33.0%	93	10.3%	31.5%
COST $100-199	45	7.1%	33.8%	6	0.7%	25.0%	207	32.6%	21.9%	376	41.5%	24.6%
COST $200-299	152	23.9%	27.7%	51	5.6%	37.8%	220	34.6%	34.1%	437	48.2%	35.8%
COST $300 +	438	69.0%	28.6%	849	93.7%	29.4%	179	28.2%	33.6%	0	0.0%	ERR
AVERAGE COST	$436.74			$589.51			$244.57			$176.85		
INDIAN VALLEY	263	100.0%	11.9%	301	100.0%	9.9%	263	100.0%	11.9%	301	100.0%	9.9%
COST $ 0- 99	0	0.0%	ERR	0	0.0%	ERR	4	1.5%	4.5%	14	4.7%	4.7%
COST $100-199	8	3.0%	6.0%	0	0.0%	0.0%	148	56.3%	15.7%	210	69.8%	13.7%
COST $200-299	56	21.3%	10.2%	8	2.7%	5.9%	64	24.3%	9.9%	77	25.6%	6.3%
COST $300 +	199	75.7%	13.0%	293	97.3%	10.2%	47	17.9%	8.8%	0	0.0%	ERR
AVERAGE COST	$387.92			$553.11			$217.24			$165.93		
AMERICAN VALLEY - MIDDLE FORK	869	100.0%	39.3%	1124	100.0%	36.9%	869	100.0%	39.3%	1124	100.0%	36.9%
COST $ 0- 99	0	0.0%	ERR	0	0.0%	ERR	55	6.3%	62.5%	143	12.7%	48.5%
COST $100-199	80	9.2%	60.2%	18	1.6%	75.0%	325	37.4%	34.4%	503	44.8%	32.9%
COST $200-299	149	17.1%	27.2%	76	6.8%	56.3%	257	29.6%	39.8%	478	42.5%	39.1%
COST $300 +	640	73.6%	41.9%	1030	91.6%	35.7%	232	26.7%	43.6%	0	0.0%	ERR
AVERAGE COST	$423.60			$573.89			$237.22			$172.17		
MOHAWK	197	100.0%	8.9%	356	100.0%	11.7%	197	100.0%	8.9%	356	100.0%	11.7%
COST $ 0- 99	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	0.0%	28	7.9%	9.5%
COST $100-199	0	0.0%	0.0%	0	0.0%	0.0%	98	49.7%	10.4%	175	49.2%	11.4%
COST $200-299	68	34.5%	12.4%	0	0.0%	0.0%	43	21.8%	6.7%	153	43.0%	12.5%
COST $300 +	129	65.5%	8.4%	356	100.0%	12.3%	56	28.4%	10.5%	0	0.0%	ERR
AVERAGE COST	$416.54			$570.87			$233.26			$171.26		
SIERRA VALLEY - LAST CHANCE	246	100.0%	11.1%	358	100.0%	11.8%	246	100.0%	11.1%	358	100.0%	11.8%
COST $ 0- 99	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	0.0%	17	4.7%	5.8%
COST $100-199	0	0.0%	0.0%	0	0.0%	0.0%	166	67.5%	17.6%	265	74.0%	17.3%
COST $200-299	123	50.0%	22.4%	0	0.0%	0.0%	62	25.2%	9.6%	76	21.2%	6.2%
COST $300 +	123	50.0%	8.0%	358	100.0%	12.4%	18	7.3%	3.4%	0	0.0%	ERR
AVERAGE COST	$354.15			$516.39			$198.32			$154.92		
UNINCORPORATED COUNTY	2210	100.0%		3045	100.0%		2210	100.0%		3045	100.0%	
COST $ 0- 99	0	0.0%		0	0.0%		88	4.0%		295	9.7%	
COST $100-199	133	6.0%		24	0.8%		944	42.7%		1529	50.2%	
COST $200-299	548	24.8%		135	4.4%		646	29.2%		1221	40.1%	
COST $300 +	1529	69.2%		2886	94.8%		532	24.1%		0	0.0%	
AVERAGE COST	$414.77			$569.37			$232.27			$170.81		

FIGURE 16
OWNER HOUSEHOLDS
NOT MORTGAGED
BY MONTHLY COST

	1980			1989			1980 IN 1970 $			1989 IN 1970 $		
	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL	NUMBER OF HOUSEHOLDS	PER CENT OF AREA	PERCENT RANGE TOTAL
ALMANOR-CANYON	449	100.0%	25.7%	640	100.0%	26.3%	449	100.0%	25.7%	640	100.0%	26.3%
COST $ 0- 99	177	39.4%	25.0%	69	10.8%	34.0%	359	80.0%	23.4%	640	100.0%	26.3%
COST $100-199	197	43.9%	20.8%	301	47.0%	20.7%	90	20.0%	41.7%	0	0.0%	ERR
COST $200-299	75	16.7%	79.8%	270	42.2%	34.9%	0	0.0%	ERR	0	0.0%	ERR
COST $300 +	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR
AVERAGE COST	$125.38			$177.95			$70.21			$53.39		
INDIAN VALLEY	428	100.0%	24.5%	489	100.0%	20.1%	428	100.0%	24.5%	489	100.0%	20.1%
COST $ 0- 99	226	52.8%	31.9%	53	10.8%	26.1%	376	87.9%	24.5%	489	100.0%	20.1%
COST $100-199	192	44.9%	20.3%	317	64.8%	21.8%	52	12.1%	24.1%	0	0.0%	ERR
COST $200-299	10	2.3%	10.6%	119	24.3%	15.4%	0	0.0%	ERR	0	0.0%	ERR
COST $300 +	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR
AVERAGE COST	$108.48			$162.11			$60.75			$48.63		
AMERICAN VALLEY - MIDDLE FORK	499	100.0%	28.5%	645	100.0%	26.5%	499	100.0%	28.5%	645	100.0%	26.5%
COST $ 0- 99	182	36.5%	25.7%	29	4.5%	14.3%	461	92.4%	30.1%	645	100.0%	26.5%
COST $100-199	308	61.7%	32.5%	439	68.1%	30.2%	38	7.6%	17.6%	0	0.0%	ERR
COST $200-299	9	1.8%	9.6%	177	27.4%	22.9%	0	0.0%	ERR	0	0.0%	ERR
COST $300 +	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR
AVERAGE COST	$114.10			$173.96			$63.90			$52.19		
MOHAWK	254	100.0%	14.5%	485	100.0%	19.9%	254	100.0%	14.5%	485	100.0%	19.9%
COST $ 0- 99	68	26.8%	9.6%	35	7.2%	17.2%	218	85.8%	14.2%	485	100.0%	19.9%
COST $100-199	186	73.2%	19.6%	296	61.0%	20.3%	36	14.2%	16.7%	0	0.0%	ERR
COST $200-299	0	0.0%	0.0%	154	31.8%	19.9%	0	0.0%	ERR	0	0.0%	ERR
COST $300 +	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR
AVERAGE COST	$117.51			$178.51			$65.81			$53.55		
SIERRA VALLEY - LAST CHANCE	120	100.0%	6.9%	173	100.0%	7.1%	120	100.0%	6.9%	173	100.0%	7.1
COST $ 0- 99	55	45.8%	7.8%	17	9.8%	8.4%	120	100.0%	7.8%	173	100.0%	7.1
COST $100-199	65	54.2%	6.9%	102	59.0%	7.0%	0	0.0%	0.0%	0	0.0%	ERR
COST $200-299	0	0.0%	0.0%	54	31.2%	7.0%	0	0.0%	ERR	0	0.0%	ERR
COST $300 +	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR	0	0.0%	ERR
AVERAGE COST	$104.98			$165.71			$58.79			$49.71		
UNINCORPORATED COUNTY	1750	100.0%		2432	100.0%		1750	100.0%		2432	100.0%	
COST $ 0- 99	708	40.5%		203	8.3%		1534	87.7%		2432	100.0%	
COST $100-199	948	54.2%		1455	59.8%		216	12.3%		0	0.0%	
COST $200-299	94	5.4%		774	31.8%		0	0.0%		0	0.0%	
COST $300 +	0	0.0%		0	0.0%		0	0.0%		0	0.0%	
AVERAGE COST	$115.49			$172.89			$64.67			$51.89		

FIGURE 17
OVERCROWDED HOUSEHOLDS

	ALMANOR-CANYON	INDIAN VALLEY	AMERICAN VALLEY-MIDDLE FORK	MOHAWK	SIERRA VALLEY-LAST CHANCE	UNINCORPORATED COUNTY
1970						
OWNER OCCUPIED	33	28	51	8	9	129
% OWNER OCCUPIED	6.7%	6.1%	5.9%	4.6%	5.5%	6.0%
RENTER OCCUPIED	35	30	76	11	6	158
% RENTER OCCUPIED	12.2%	10.5%	11.7%	12.6%	7.8%	11.4%
TOTAL	68	58	127	19	15	287
% HOUSEHOLDS	8.7%	7.7%	8.4%	7.3%	6.2%	8.1%
1980						
OWNER OCCUPIED	42	28	44	17	26	157
% OWNER OCCUPIED	3.9%	4.1%	3.2%	3.8%	7.1%	4.0%
RENTER OCCUPIED	30	34	65	8	6	143
% RENTER OCCUPIED	6.4%	9.1%	7.6%	6.7%	5.0%	7.4%
TOTAL	72	62	109	25	32	300
% HOUSEHOLDS	4.6%	5.8%	4.9%	4.4%	6.6%	5.1%
1989						
OWNER OCCUPIED	50	28	38	25	41	182
% OWNER OCCUPIED	3.2%	3.5%	2.1%	3.1%	7.7%	3.3%
RENTER OCCUPIED	26	38	55	5	6	130
% RENTER OCCUPIED	5.2%	10.2%	6.2%	5.6%	5.1%	6.6%
TOTAL	76	66	93	30	47	312
% HOUSEHOLDS	3.7%	5.7%	3.5%	3.3%	7.3%	4.2%
1990						
OWNER OCCUPIED	51	28	37	26	43	185
% OWNER OCCUPIED	3.2%	3.5%	2.0%	3.0%	7.8%	3.3%
RENTER OCCUPIED	25	38	54	5	6	128
% RENTER OCCUPIED	5.0%	10.2%	6.1%	9.2%	5.2%	6.5%
TOTAL	76	66	91	31	49	313
% HOUSEHOLDS	3.6%	5.6%	3.4%	3.3%	7.3%	4.1%

FIGURE 18

LAND PRESENTLY DEVELOPED OR AVAILABLE FOR DEVELOPMENT
WITHIN THE VARIOUS DENSITY RANGES (1989 Estimate)

	No. of Acres	No. of Acres Developed	No. of Acres Vacant	DU Total Capacity	Nonhistoric Undeveloped Capacity
2 du/acre*	2,464	746	1,718	4,928	3,436
2 du/acre historic	40	13	27	80	
3 du/acre	5,124	582	4,778	15,372	13,626
3 du/acre historic	5	4	1	15	
7 du/acre	1,642	792	850	11,494	5,950
7 du/acre historic	54	37	17	378	
21.8 du/acre	514	244	270	11,206	5,886
21.8 du/acre historic	10	9	1	218	
Total Prime Opportunity Area	9,853	2,427	7,662	43,351	28,886
1-3 acres/du**	8,048	2,788	5,260	8,048	5,260
1-3 acres/du historic	0	0	0	0	
3-10 acres/du	20,426	4,501	15,925	6,808	5,308
3-10 acres/du historic	35	35	0	11	
10-20 acres/du	25,061	5,257	19,804	2,506	1,980
10-20 acres/du historic	162	24	137	16	
20 acres/du	23,659	1,450	22,209	1,182	1,110
20 acres/du historic	5	5	0	1	
TOTALS	87,140	16,487	70,653	62,263	42,556

* dwelling units per acre
** acres per dwelling unit

FIGURE 19
LABOR FORCE,
EMPLOYMENT & UNEMPLOYMENT
ANNUAL AVERAGES: 1983 - 1987
ANNUAL AVERAGE ESTIMATES: 1988 - 1989
Employment Development Department
Annual Planning Information
Plumas County 1988 - 1989,
May 1988

YEAR	LABOR FORCE	EMPLOYMENT	UNEMPLOYMENT NUMBER	UNEMPLOYMENT RATE
1983	8,400	7,025	1,375	16.4%
1984	8,775	7,475	1,300	14.8%
1985	8,425	7,225	1,200	14.2%
1986	8,400	7,400	1,000	11.9%
1987	8,425	7,500	925	11.0%
1988	8,550	7,700	850	9.9%
1989	8,750	7,875	875	10.0%

FIGURE 20
WAGE & SALARY EMPLOYMENT

	1970		1980		1989	
AGRICULTURAL	150	3.6%	50	0.9%	50	0.8%
MINING	75	1.8%	75	1.3%	75	1.2%
CONSTRUCTION	200	4.8%	150	2.6%	250	3.9%
MANUFACTURING	950	22.8%	1,100	19.0%	1,175	18.2%
Lumber & Wood Products	925	22.2%	1,000	17.3%	1,050	16.3%
Other	25	0.6%	100	1.7%	125	1.9%
TRANSPORTATION & PUBLIC UTILITIES	600	14.4%	600	10.4%	600	9.3%
WHOLESALE TRADE	45	1.1%	50	0.9%	125	1.9%
RETAIL TRADE	455	10.9%	950	16.5%	1,150	17.8%
FINANCE, INSURANCE & REAL ESTATE	125	3.0%	200	3.5%	250	3.9%
SERVICES	400	9.6%	675	11.7%	825	12.8%
GOVERNMENT	1,175	28.1%	1,925	33.3%	1,950	30.2%
Federal	300	7.2%	575	10.0%	450	7.0%
State, Local & Education	875	21.0%	1,350	23.4%	1,500	23.3%
TOTAL	4,175	100.0%	5,775	100.0%	6,450	100.0%

FIGURE 21

PROGRAM	BEDROOM SIZE					
A. Low Rent Public Housing	0	1	2	3	4	TOTALS
Authorized Units in Program	0	49	28	19	0	96
Waiting List/# Households	0	9	12	7	0	28
Avg. Stay (mos) on Waiting List	0	6	4	4	0	5
B. Sec. 8 Rental Assistance						
Units in Program	4	96	106	61	3	270
Waiting List/# Households	0	11	48	30	2	91
Avg. Stay (mos) on Waiting List	0	2	6	3	6	4

ENERGY

Goal

To ensure that the extension of electrical power supply is sufficiently mitigated to reduce impacts to a level of insignificance, preventing irreversible changes to significant environmental features.

Land Use Management

Review the establishment of overhead transmission lines through an administrative review process. The administrative review process may involve public notice. The review shall be to ensure that the establishment of transmission lines respects and protects the integrity of the opportunity, constraint and policy areas it affects.

The establishment of electrical power supply to developments shall respect and protect the integrity of the opportunity, constraint and policy areas through which it is established.

PLUMAS COUNTY GENERAL PLAN

APPENDIX I

Scenic Areas

Adopted June 14, 1983 - Resolution 83-3668 and
December 20, 1983 - Resolution 83-3721
Amended November 5, 1985 - Resolution 85-3935
Amended October 14, 1986 - Resolution 86-4064
Amended December 13, 1988 - Resolution 88-4327
Amended December 5, 1989 - Resolution 89-4445
Amended December 3, 1991 - Resolution 91-5246

Plumas County Planning Department

CONTENTS

PREFACE

Application of Development Standards

Where scenic roads and highways are embodied by a scenic area, development standards for scenic roads and highways shall prevail within their established corridors.

SIERRA VALLEY-LAST CHANCE PLANNING UNITS

GRIZZLY CREEK

Features that qualify Grizzly Creek for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The broad flood plain of Grizzly Creek provides forage for the pasturing of horses and cattle which is visible from the public highway.
   B. The absence of commercial activities, dense residential uses, and off-premise advertising signs contributes to the rural character of the area.
2. Important scenic qualities which attract tourists:
   A. Highway vegetation and absence of adjacent vegetation combine to offer a unique far-reaching view of the Grizzly Creek flood plain, and existing pastoral uses.
   B. Agricultural practices, to specifically include the grazing of pasture animals, provides a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agriculture and low density rural residential uses.
2. Establish a maximum parcel density of 10 acres per dwelling unit and utilize density transfer to maintain existing open space characteristics, whenever feasible.
3. Prohibit off-premise advertising signs.

ROCKY POINT

Features that qualify the Rocky Point area for scenic designation:

1. Important scenic qualities which attract tourists:
   A. Large groves of alder trees and clusters of willow introduce the motorist from the east to the confluence of Grizzly Creek and the Middle Fork of the Feather River.
   B. During the fall, the leafy foliage changes into a blaze of color.
   C. The absence of off-premise advertising signs and commercial activities contribute to the natural beauty of the Middle Fork, which is attractive to the motorist.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed from view by vegetation or topographical features.
2. Establish a 50 foot vegetation and riverbed protection buffer, measured from the top of the bank.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain recreational facilities.
2. Prohibit off-premise advertising signs.
3. Allow the transfer of permitted parcel densities to land areas located outside the scenic boundary.

CHARLES VALLEY

Features that qualify Charles Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The absence of off-premise advertising signs affords a wide pastoral view of Charles Valley meadow.
   B. The pasturing and grazing of cattle and horses, enclosed by barbed wire and split rail fences.
   C. Views of structures designed for agricultural uses.
2. Important scenic qualities which attract tourists:
   A. Agricultural practices which include the grazing of pasture animals provides a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

BECKWOURTH PEAK

Features that qualify the Beckwourth Peak area for scenic designation:

1. Important scenic qualities which attract tourists:

   A. Prominent blocky granite peaks and ravines visible from long distances, contrasted by lower slopes of dense conifer. The mountain's snow-capped peak in winter months provides additional contrasts and shadows on sunny days, further enhancing the mountain's scenic quality. The dominance of this land formation sustains the viewer's attention for long periods of time.

Land use protection measures.

   A. Maintain resource production uses.

ADAMS NECK

Features that qualify Adams Neck for scenic designation:

1. Visual aspects important to the maintenance of rural character:

   A. Semi-desert rangeland and mountain basin country which provides open space and unobstructed views to distant mountain ridges. Views may extend for more than a mile and last for a long duration of time from a moving vehicle.

   B. Dry rocky mountain peaks and deep ravines, connected by long sweeping slopes of scattered conifers, present a contrast to the nearby basins and knolls of sagebrush and bunchgrass.

   C. The absence of off-premise advertising signs and commercial activities contribute to the feeling of open space and rural character.

2. Representative samples of historical lifestyles important to Sierra Valley:

   A. The range and basin country of Adams Neck historically provided opportunities for dry grazing which is still being practiced today.

   B. Ranch homesteads established by past generations of Sierra Valley families dot the basin floor, consisting of woodsided houses in a setting of alder trees and wood barns with large corral areas.

3. Important scenic qualities which attract tourists:

   A. At the north portion of Adams Neck, the flood plain of meandering Little Last Chance Creek provides an environment for Quaking Aspen and alder trees near Frenchman Lake Road and presents a blaze of color to the motorist during the fall months.

   B. The onset of winter provides a contrast between the broad, snowy slopes of the desert uplands and the dry sage below.

   C. During the spring and summer months the grazing of cattle and other agricultural practices provides a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

A. Revegetate fills greater than 3 feet high and cutslopes greater than 5 feet high.

B. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

C. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

D. Roofing materials of all structures shall be of earth tone color (i.e. brown, sand, red, etc.).

Land use protection measures:

A. Maintain agricultural and resource production uses.

B. Prohibit off-premise advertising signs.

C. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation or for the National Register of Historic Places.

LITTLE LAST CHANCE CREEK CANYON

Features that qualify Little Last Chance Creek Canyon for scenic designation:

1. Important scenic qualities which attract tourists:

   A. Reduced canyon highway speeds and highway elevation enhance the visual dominance of Little Last Chance Creek and its surrounding steep rocky cliffs.

   B. The flow of Little Last Chance Creek varies from pools and eddies to rapids and falls.

   C. Creekside vegetation consisting of willows, dogwood, alder and aspen are in contrast to the blocky rocks, slides, and ancient lava flows of the canyon. Some of the surrounding vegetation changes color with the seasons.

   D. The absence of off-premise advertising signs and commercial activities contributes to the natural beauty of the canyon.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain timber and resource uses.

2. Utilize density transfer to maintain open space characteristics of Little Last Chance Creek Canyon.

3. Prohibit off-premise advertising signs.

FRENCHMAN LAKE

Features that qualify Frenchman Lake for scenic designation:

1. Important scenic qualities which attract tourists:
   A. Frenchman Lake provides a dominant body of water that is a striking contrast to the surrounding sage uplands and sparsely forested mountain ridges.
   B. Fall color and icy shorelines provide seasonal contrasts which enhance the visual quality of the lake.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain recreational facilities.
2. Prohibit off-premise advertising signs.
3. Allow the transfer of permitted parcel densities to land areas located outside the scenic boundary.

LITTLE LAST CHANCE

Features that qualify Little Last Chance for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The absence of off-premise advertising signs affords a wide pastoral view of Little Last Chance meadow.
   B. The pasturing and grazing of cattle, enclosed by barbed wire fences.
   C. Views of structures designed for agricultural uses.
2. Important scenic qualities which attract tourists:
   A. Agricultural practices which include the grazing of pasture animals provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

RAMELLI SCENIC AREA

Features that qualify Ramelli for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. This location is the eastern gateway to Lake Davis, where a traveler leaves the semi-desert rangeland mountain basin of Sierra Valley and enters a forested recreation area with occassional meadows.
2. Important scenic qualities which attract tourists:
   A. This location is close to the Beckwourth Cabin, a historical building of local and State-wide significance.
   B. The contrast of the tree-covered site with open ranch land of Sierra Valley.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed from view by vegetation or topographical features.
2. On-premise signs shall not exceed the height of any on-site building roof line.
3. Structures are to be located so as to be obscured by the existing vegetation.

Land use protection measures:

1. Prohibit off-premise advertising signs.
2. All building permits are subject to architectural review by the Planning Department to ensure that the visual aspects and scenic qualities are maintained.

SCENIC ROADS

COUNTY SCENIC ROADS: Protection Measures and Development Standards

County Roads 101, 103, 109, 111, 112 and 126.

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses, and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain natural vegetation within scenic corridor areas.

State Highways 70, 284 and 49

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses, and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain natural vegetation within scenic corridor areas.

INDIAN VALLEY PLANNING UNITS

INDIAN CREEK CANYON

Features that qualify Indian Creek Canyon for scenic designation:

1. Important scenic qualities which attract tourists:
   A. Reduced canyon highway speeds and highway elevation enhance the visual dominance of Indian Creek and its surrounding steep rocky scarps
   B. The flow of Indian Creek varies from pools and eddies to rapids and falls. Views of turbulant flows are common.
   C. Creekside vegetation consisting of grasses, oak, conifer and willows contrast the blocky rocks and slides of the canyon cliff. Some vegetation, such as dogwood, blossom and change color with the seasons.
   D. Rural residential uses, consisting of woodframe houses and sheds, farm animals, and old apple orchards, are scattered along old flood plains and alluvial fans of the canyon.
   E. The absence of off-premise advertising signs and commercial activities contributes to the rural character and natural beauty of the canyon.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 32 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain timber, resource, rural residential and recreation uses.
2. Utilize density transfer to maintain open space characteristics of Indian Creek, and locate rural residential densities away from natural creekside environments.
3. Prohibit off-premise advertising signs.

INDIAN VALLEY

Features that qualify Indian Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. Indian Valley presents far-reaching views of cattle herds grazing on the green forage of the Valley's meadowland.
   B. Along the rim of the Valley stand old weathered barns, corrals, out-buildings and neatly kept residential structures in their original setting.
   C. The absence of commercial activities and off-premise advertising signs contributes to the rural character of the Valley.

2. Representative samples of historical lifestyles important to Indian Valley:

   A. Old Victorian and turn-of-the-century ranch residences still maintain their original features of ship-lap siding, high gable roofs and fieldstone foundation walls which reflect the application of carpentry skills from a more simple lifestyle.

   B. The weathered white pine boards of barns throughout Indian Valley complete the agricultural setting and indicate the past needs to store large quantities of winter feed and supplies for work animals and cattle.

   C. Animal-drawn agricultural implements, such as hay rakes, are often visible from the traveled way.

3. Important scenic qualities which attract tourists:

   A. The pastoral setting of old residences, barns and grazing cattle, contrasted by the rugged snow-capped slopes of Keddie Ridge and Mount Hough, provides a lasting visual impression to the passersby.

   B. The absence of off-premise advertising signs and commercial uses contributes to the rural feeling of Indian Valley and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural and rural residential uses.
2. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation or for the National Registration of Historic Places.
3. Utilize density transfer to maintain existing open space of Indian Valley pasture land and to locate rural residential densities away from important scenic structures.
4. Prohibit off-premise advertising signs.

INDIAN CREEK

Features that qualify the Indian Creek area for scenic designation:

1. Important scenic qualities which attract tourists:

   A. Reduced highway speed, highway elevation, absence of vegetation adjacent to the highway and the orientation of Indian Creek combine to offer a dramatic up-stream view of Indian Creek.

   B. Large oak and conifer provide a partial canopy of shade over the waters of Indian Creek, which ripple and fall over smooth river boulders and rocks. The creek's edges are covered by grasses and leafy vegetation which thrive on the abundance of water.

C. During the fall, leafy foliage changes into a blaze of color which falls into Indian Creek and is carried downstream.

D. The absence of off-premise advertising signs and commercial activities contribute to the feeling of open space and natural beauty attractive to the motorist.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Establish a 50 foot vegetation and riverbed protection buffer, measured from the top of the bank.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain timber resource production uses within the designated area.
2. Prohibit off-premise advertising signs.
3. Allow the transfer of permitted parcel densities to land areas located outside the scenic boundary.

GENESEE VALLEY

Features that qualify Genesee Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The meadow of Genesee Valley provides nearly level pasture land, fenced by poles and barbed wire for containing large numbers of cattle.
   B. The numerous existing old structures designed and built for agricultural uses contribute to the rural character of Genesee Valley, specifically, barns and corrals.
   C. Areas near residences are used for large gardens and the keeping of small farm animals, such as chickens.
2. Representative samples of historical lifestyles important to Genesee Valley:
   A. Old Victorian ranch residences of wood or brick construction dot the Valley rim and reflect the self-sufficiency of early Genesee Valley families.
   B. Barns and out-buildings represent past agricultural needs and practices and are constructed with local materials of fieldstone and rough-sawn pine siding.
   C. Animal drawn agricultural implements such as hay rakes are often visible from the traveled way.
3. Important scenic qualities which attract tourists:
   A. The pastoral setting of old residences, barns and grazing cattle, contrasted

by the rugged snow-capped granite slopes of the Grizzly Mountain Range, provides a lasting visual impression to the passersby.

B. The absence of off-premise advertising signs and commercial uses contribute to the rural historical feeling of Genesee Valley and provide a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation or for the National Register of Historic Places.
3. That an architectural review committee be established to assure that the exterior of all new and remodeled residential structures be designed in a manner consistent with the prevailing architectural character of Genesee Valley.
4. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agriculture, resource production and rural residential uses.
2. Utilize density transfer to maintain existing open space of Genesee Valley pasture land and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.

SCENIC HIGHWAYS

STATE SCENIC HIGHWAYS: Protection Measures and Development Standards

State Highway 89

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, except for Dixie Creek, measured from the top-of-the-bank.
5. Maintain rural topograhical features within public road right-of-way, where it is not a clear and present danger to public health, safety, and welfare.
6. Maintain natural vegetation within scenic corridor areas.

SCENIC ROADS

COUNTY SCENIC ROADS: Protection Measures and Development Standards

County Roads 11A, 111, 112, 206, 207, 218 and 214

Establish a 100 foot scenic corridor, measured from the edge of the highway easement, limited to all land use except Prime Opportunity areas. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain natural vegetation within scenic corridor areas.

ALMANOR-CANYON PLANNING UNITS

FEATHER RIVER MEADOWS

Features that qualify Feather River Meadows for scenic designation:

1. Important scenic qualities which attract tourists:
   A. The absence of off-premise advertising signs affords unobstructed views of the meadowland and flood plain of Rice Creek.
   B. The longstanding Feather River Rod & Gun Club facilities at the meadow's edge establishes a recreation-resort character to the area.
   C. The open meadow grassland offers habitat and forage for a variety of wildlife, including deer.
   D. The seasonal contrasts between the meadowland and surrounding conifer-covered ridges of Wild Cattle Mountain provide an aesthetic quality attractive to people who live in more densely populated areas.

Standards for land development:

1. On-premise signs shall not exceed 6 square feet for residential uses and 100 square feet maximum area for commercial-recreational uses. Signs shall not exceed the height of any on-site building roof line.
2. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

Land use protection measures:

1. Maintain resort-recreational use.
2. Utilize density transfer to maintain open space characteristics of the Feather River Meadow and locate recreation land use densities away from the natural creekside and meadowland environments.
3. Prohibit off-premise advertising signs.

WARNER VALLEY

Features that qualify Warner Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The absence of off-premise advertising signs affords unobstructed views of the pastoral setting of Warner Valley.
   B. The pasturing and grazing of cattle and horses, enclosed by barbed wire and split rail fences.
   C. Views of structures designed for agricultural uses.
2. Important scenic qualities which attract tourists:
   A. Agricultural practices which include the grazing of pasture animals provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation, or for the National Register of Historical Places.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

SOLDIER MEADOWS

Features that qualify Soldier Meadows for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. Soldier Meadows provides nearly level pasture land, fenced by poles or barbed wire fences for containing large numbers of cattle.
   B. The existing old structures designed and built for agricultural uses contribute to the rural character of Soldier Meadows, specifically including barns and corrals.
2. Representative samples of historic lifestyles important to Soldier Meadows:
   A. Old Victorian era ranch buildings constructed from local materials are located within the meadow and reflect the self-sufficiency of early Plumas County settlers.
   B. Barns and out-buildings representing past agricultural needs and practices still remain within the meadowland area.
   C. Animal-drawn agricultural implements and vehicles are still visible.
3. Important scenic qualities which attract tourists:
   A. The pastoral setting of old residences, barns and grazing cattle, contrasted by the surrounding snow-capped mountains, provides a lasting visual impression to the passersby.
   B. The absence of off-premise advertising signs and commercial uses contributes to the rural historical feeling of Soldier Meadows and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation or for the National Register of Historic Places.

3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural and rural residential uses.
2. Utilize density transfer to maintain existing open space of Soldier Meadows pastureland and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.

HUMBUG VALLEY

Features that qualify Humbug Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. Humbug Valley provides an expanse of pastureland, fenced by split rail or barbed wire fences for containing large numbers of cattle.
   B. The existing old structures designed and built for agricultural uses contribute to the rural character of Humbug Valley, specifically barns, corrals and out-buildings.
2. Representative samples of historical lifestyles important to Humbug Valley:
   A. Old Victorian houses constructed from local materials are located at the meadow's edge and reflect self-sufficiency of early Plumas County families as well as the necessity of providing accommodations for the early traveler along Humbug Road (Prattville-Oroville Road).
   B. Barns and out-buildings representing the agricultural needs and practices still remain within homestead locations.
3. Important scenic qualities which attract tourists:
   A. The pastoral setting of old residences, barns and grazing cattle provides a focus on local ranch history and early transportation routes which may be of particular interest to the passersby.
   B. The absence of off-premise advertising signs and commercial uses contributes to the rural historical feeling of Humbug Valley and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation or for the National Register of Historic Places.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural, resource production and rural residential uses.
2. Utilize density transfer to maintain the open space values of Humbug Valley and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.

KEEFER RANCH MEADOWS

Features that qualify Keefer Ranch Meadows for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. Keefer Ranch Meadows provides an expanse of pastureland, fenced by split rail or barbed wire fences for containing large numbers of cattle.
   B. The existing old structures designed and built for agricultural uses contribute to the rural character of Keefer Ranch Meadows, specifically barns, corrals and out-buildings.
2. Representative samples of historical lifestyles important to Keefer Ranch Meadows:
   A. Old Victorian houses constructed from local materials are located at the meadow's edge and reflect self-sufficiency of early Plumas County families.
   B. Barns and out-buildings representing the agricultural needs and practices still remain within homestead locations.
3. Important scenic qualities which attract tourists:
   A. The pastoral setting of old residences, barns and grazing cattle provides a focus on local ranch history and early transportation routes which may be of particular interest to the passersby.
   B. The absence of off-premise advertising signs and commercial uses contributes to the rural historical feeling of Keefer Ranch Meadows and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation, or for the National Register of Historic Places.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural, resource production and rural residential uses
2. Utilize density transfer to maintain the open space values of Keefer Ranch Meadows and to locate rural residential densities away from scenic areas.
3. Prohibit off-premise advertising signs.

LAKE ALMANOR

Features that qualify Lake Almanor for scenic designation:

1. Important scenic qualities which attract tourists:
   A. The absence of off-premise advertising signs serves to enhance the near and distant views of Lake Almanor.
   B. Lake Almanor provides unlimited combinations of contrasting colors, textures, sky reflections and distant views to Mt. Lassen.
   C. Absence of prominent encroachments into the lakeside environment promotes a natural shoreline appearance.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. Control the amount and number of landfill projects within the lakeshore area, to specifically include boat ramps and breakwaters.
3. On-premise signs shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses.

Land use protecting measures:

1. Maintain recreation and residential uses.
2. Prohibit off-premise advertising signs.
3. Utilize density transfer where possible to enhance natural shoreline appearance.

JOHNSON FIELDS-NORTH CAUSEWAY

Features that qualify Johnson Fields and the North Causeway areas for scenic designation:

1. Important scenic qualities which attract tourists:
   A. The highway elevation of the causeway provides unique near and distant views of horses and cattle grazing on lush, green meadowland with a background of forested mountain slopes.
   B. Existing old structures, such as the barn located in Johnson Fields, contribute to the attractive rural character near the townsite of Chester.
   C. The flood plain and meadowland provides a habitat for a variety of water fowl, particularly Canadian Geese.
   D. The absence of off-premise advertising signs and commercial uses contributes to the rural pastoral setting around Chester and provides a relaxing change of character for people who live in more densely populated areas.
2. Visual aspects important to the maintenance of rural character:
   A. Johnson Fields and the North Causeway area presents a pastoral setting of old weathered barns, corrals, fencing, grazing cattle and horses.

B. The absence of commercial activities and off-premise advertising signs contributes to the rural character and open space feeling near the townsite of Chester.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Encourage the nomination of barns which may qualify for state historic landmark designation, or for the National Register of Historic Places.
3. Utilize density transfer to maintain existing pastureland open space.
4. Prohibit off-premise advertising signs.

FEATHER RIVER CANYON

Features that qualify Feather River Canyon for scenic designation:

1. Important scenic qualities which attract tourists:
   A. Reduced canyon highway speeds and highway elevation enhance the visual dominance of the Feather River and its surrounding steep rocky scarps.
   B. The flow of the river varies from pools and eddies to rapids and falls. Views of turbulent flows are common.
   C. Riverside vegetation consisting of oak, conifer, grasses, dogwood, willows and colorful wildflowers contrast with the rocks, slides and peaks of the canyon.
   D. Rural residential uses consisting of woodframe houses, sheds, small farm animals and old apple orchards are scattered along the old flood plains and alluvial fans of the canyon.
   E. Old resorts which once thrived upon the passenger railroad business still remain and offer an interesting historical insight to the tourist.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain resource, rural residential and recreational uses.
2. Utilize density transfer to maintain open space characteristics of the Feather River Canyon.

3. Prohibit off-premise advertising signs.

4. Encourage the nomination of resorts and homesites which may qualify for state historic landmark designation, or for the National Registration of Historic Places.

SCENIC ROADS

COUNTY SCENIC ROADS: The following county road segments provide important access to views of near or distant scenic areas:

302 Storrie Road: from Butte County to End
307 Humbug Road: from Butte County to Humbug Creek Road
308 Humboldt Road: from State Highway 89 to Butte County
310 Almanor Drive West: from State Highway 89 to Prattville
311 Old Red Bluff Road: from Warner Valley Road to Tehama County
312 Chester Warner Valley Road: from the Old Red Bluff Road to End
325 Rocky Point Campground Road: from State Highway 89 to End

Protection measures and development standards:

Establish a 100 foot scenic corridor measured from the edge of the highway easement. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.

SCENIC HIGHWAYS

STATE HIGHWAYS: The following state highways provide important access to views of near or distant scenic areas:

89 excluding Canyondam
36 from the intersection of State Highway 89 to Tehama County; West Causeway/ Chester to Lassen County
147
70

Protection measures and development standards:

Establish a 100 foot scenic corridor measured from the edge of the highway easement. The following development standards shall apply:

1. No. off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain and preserve the rock walls (guardrails) and fountains of the Feather River Highway within the highway right-of-way and within the scenic corridor.

THOMPSON VALLEY

Features that qualify the Thompson Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. Thompson Valley provides a view of cattle and horses grazing on natural and irrigated pastureland.
   B. Throughout the valley stand the ranch residence, various barns, corrals and outbuildings.
   C. The floodplains and meadowland provide a habitat attractive to a variety of waterfowl, particularly Canadian Geese, which are oftentimes visible to passersby.
   D. The absence of commercial activities and off-premise advertising signs contributes to the rual character of the valley.
2. Representative samples of historical life styles important to the Thompson Valley:
   A. Some weathered barns remain throughout the valley to complete the agricultural setting and indicate past needs to store large quantities of winter feed and supplies for work animals and cattle.
   B. Animal-drawn agricultural implements are often visible from the traveled way.
3. Important scenic qualities which attract tourists:
   A. The pastoral setting of ranch residence, barns, grazing cattle, horses, meadowland and small streams provides a relaxing change of charater for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Encourage the nomination of the ranch homesite and barns which may qualify for State historical landmark designation or for the National Register of Historic Places.
3. Permit no land division in order to maintain viability of the ranch which consists of meadowlands, surrounding knolls, corrals and winter feeding areas.
4. Prohibit off-premise advertising signs.

AMERICAN VALLEY

Features that qualify the American Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. American Valley provides a view of cattle and horses grazing on natural and irrigated pastureland.
   B. Throughout the valley stand various barns, corrals, outbuildings and neatly kept residential structures.

C. The floodplains and meadowland provide a habitat attractive to a variety of waterfowl, particularly Canadian Geese, which are oftentimes visible to the passersby.

D. The absence of commercial activities and off-premise advertising signs contributes to the rural character of the valley.

2. Representative samples of historical life styles important to the American Valley:

A. Old Victorian and turn-of-the-century ranch residences still maintain their original character of high gable roofs, cove sidings and handmade brick walls which reflect the application of construction skills from a more simple life style.

B. Some weathered barns remain throughout the valleys to complete the agricultural setting and indicate past needs to store large quantities of winter feed and supplies for work animals and cattle.

C. Animal-drawn agricultural implements are often visible from the traveled way.

3. Important scenic qualities which attract tourists:

A. The pastoral setting of old residences, barns, grazing cattle, horses, meadowland and small streams provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural and rual residential uses.

2. Encourage the nomination of ranch homesites and barns which may qualify for State historic landmark designation or for the National Register of Historic Places.

3. Utilize density transfer to maintain open space qualities of existing pasture and meadowlands and to locate rural residential densities away from important scenic structures.

4. Prohibit off-premise advertising signs.

BELL LANE

Features that qualify Bell Lane for scenic designation:

1. Visual aspects important to the maintenance of rural character.

A. The vicinity is a rural-suburb separate from the in-town residential areas.

B. Farm animals kept on residential properties.

C. The vicinity has a wide range of architectural styles resulting from accretive development.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.

Land use protection measures:

1. Uses in commercial areas shall be limited to retail stores.
2. New uses and expansion of existing use in commercial areas shall be subject to issuance of a Site Development Permit.
3. Business signs shall not exeed 6 square feet for each use.

BUTTERFLY VALLEY

Features that qualify Butterfly Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The meadow of Butterfly Valley provides open, gently sloping pasture land which is fenced and irrigated for small numbers of farm animals and home cultivation.
   B. Residential design and construction often reflects a creative rural lifestyle unique to Butterfly Valley.
   C. Areas near residences are used for large gardens and the keeping of small farm animals.
   D. Absence of off-premise advertising signs contributes to the rural pastoral setting of Butterfly Valley.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the adoption of building codes and standards which may allow alternative building construction methods and materials.
3. On-premise signs shall not exceed 6 square feet, or exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain rural residential and agricultural uses.
2. Utilize density transfer to maintain existing meadowland open space.
3. Prohibit off-premise advertising signs.

SPRING GARDEN

Features that qualify Spring Garden for scenic designation:

1. Important scenic qualities which attract tourists:
   A. The existing highway elevation at the Spring Garden railroad siding provides near and distant views of lush green meadowland.
   B. The absence of off-premise advertising signs and commercial uses contributes to the natural setting of the Spring Garden meadow and provides a relaxing change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet, or exceed the height of any on-site building.

Land use protection measures:

1. Maintain agricultural uses.
2. Utilize density transfer to maintain existing meadowland open space characteristics.
3. Prohibit off-premise advertising signs.

JOHNSVILLE

Features that qualify Johnsville for scenic designation:

1. Representative samples of historic lifestyles important to Johnsville:
   A. The predominance of Victorian era wood-finished structures with emphasis on simple architectural forms, special architectural features such as steep roof pitch and second story porch entryways, reflects early adaptations to deep snow packs of winter.
   B. Johnsville's commercial and residential structures still remain well intact and represent needs typical to early mining communities such as a horse livery stable, fire house and boarding house for miners.
2. Important scenic qualities which attract tourists:
   A. Johnsville's well preserved past and the past reflected in new structures, serves to attract tourists and other County residents alike.
   B. Johnsville's isolated setting below snow-capped peaks associated with the absence of intense commercial activity provides a pace of life attractive and relaxing to people who live in more densely populated areas.
   C. The absence of off-premise advertising signs contributes to the historical feeling and surrounding natural beauty of Johnsville.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. Encourage the nomination of the Johnsville district for state historic landmark designation, or for the National Register of Historic Places.
3. That an architectural review committee be established to assure that the exterior of all new and remodeled residential structures be designed in a manner consistent with the prevailing architectural character of Johnsville.
4. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain single family residential uses.
2. Prohibit off-premise advertising signs.

MEADOW VALLEY-SPANISH RANCH

Features that qualify the Meadow Valley-Spanish Ranch area for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The absence of off-premise advertising signs affords wide pastoral views of Meadow Valley and distant Spanish Peak.
   B. The pasturing and grazing of cattle and horses, enclosed by barbed wire and split rail fences.
2. Important scenic qualities which attract tourists:
   A. Agricultural practices, which include the grazing or boarding of pasture animals, located against the background of snow-capped Spanish Peak, provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

LONG VALLEY

Features that qualify Long Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The absence of off-premise advertising signs affords a wide pastoral view of Long Valley and distant snow-capped mountain peaks.
   B. The pasturing and grazing of cattle and horses, enclosed by barbed wire or split rail fences.
   C. Views of structures designed for agricultural uses, such as old barns.
2. Important scenic qualities which attract tourists:
   A. Agricultural practices which include the grazing of pasture animals provide a relaxing visual change of character for people who live in more densely populated areas.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation, or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Maintain agricultural uses.
2. Prohibit off-premise advertising signs.

MOHAWK VALLEY AND C-ROAD

Features that qualify Mohawk Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The absence of off-premise advertising signs affords a wide pastoral view of Mohawk Valley and distant mountain peaks.
   B. The pasturing and grazing of cattle and horses, enclosed by barbed wire fencing.
   C. Views of structures designed and used for agricultural uses such as hay barns.
2. Important scenic qualities which attract tourists:
   A. The pastoral setting of grazing cattle on the gently sloping meadow provides a lasting visual impression to passersby.
   B. The meandering Middle Fork of the Feather River is visible from the traveled way and serves to complete the meadowland setting of Mohawk Valley.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation, or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Encourage agricultural uses, such as grazing, which promote the maintenance of grasslands. The uses permitted shall be those permitted in the various manners by the zone which implements the Important Agricultural Area. The uses permitted in any manner by any other zone applied to the property shall also be permitted subject to site development review. The site development review shall be conducted to ensure compatibility with the scenic qualities identified to be protected or preserved.
2. Prohibit off-premise advertising signs.

SOUTH MOHAWK VALLEY

Features that qualify South Mohawk Valley for scenic designation:

1. Visual aspects important to the maintenance of rural character:
   A. The absence of off-premise advertising signs affords a wide pastoral view of Mohawk Valley and distant snow-capped mountain peaks.
   B. The pasturing and grazing of cattle and horses, enclosed by barbed wire fencing.
   C. Views of structures designed and used for agricultural uses such as hay barns.
2. Representative samples of historical lifestyles important to South Mohawk Valley:
   A. The large imposing two-story McLear ranch residence with surrounding barns and out-buildings reflects the area's past historical activity as a stage stop.
   B. Architectural features such as window shutters and front porch balconies as well as the type of building materials used, reflects early construction methods and popular residential designs in Plumas County.
3. Important scenic qualities which attract tourists:
   A. The pastoral setting of the old residence, bunk house and the grazing cattle on the gently sloping meadow provides a lasting visual impression to passersby.
   B. The meandering Middle Fork of the Feather River is visible from the traveled way and serves to complete the meadowland setting of South Mohawk Valley.

Standards for land development:

1. Encourage the nomination of ranch homesites and barns which may qualify for state historic landmark designation, or for the National Register of Historic Places.
2. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
3. On-premise signs shall not exceed 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Encourage agricultural uses. The uses permitted shall be those permitted in the various manners by the zone which implements the Important Agricultural Area. The uses permitted in any manner by any other zone applied to the property shall also be permitted subject to site development review. The site development review shall be conducted to ensure compatibility with the scenic qualities identified to be protected or preserved.
2. Prohibit off-premise advertising signs.

MIDDLE FORK OF THE FEATHER RIVER

Features that qualify the Middle Fork for scenic designation:

1. Important scenic qualities which attract tourists:
   A. The free-flowing Middle Fork's character varies from pools and eddies along rock and gravel bars, to rapids and falls.
   B. Adjacent watershed and shoreline environments are primitive in nature consisting of a variety of vegetation and topography displaying minimal alteration by man.

Standards for land development:

1. Locate transmission and distribution lines where they may be concealed by vegetation or topographical features.
2. On-premise signs shall not exceed a maximum of 6 square feet nor exceed the height of any on-site building roof line.

Land use protection measures:

1. Permit wildlife management, watershed management, campground and recreation facilities oriented to the river with such uses compatible with the protection of scenic qualities identified. The uses permitted in any manner by any other zone applied to the uses permitted in any manner by any other zone applied to the property shall be permitted subject to site development review. Mining shall be permitted subject to site development review. The site development review shall be conducted to ensure compatibility with the scenic qualities identified to be protected or preserved.
2. Prohibit permanent structures.

SCENIC HIGHWAYS

STATE SCENIC HIGHWAYS: The following state highways provide important access to views of near or distant scenic areas:

70

70/89 89 junction to Quincy-LaPorte Road C511; Spanish Creek Quincy to Greenville Wye

89

Protection measures and development standards:

Establish a 100 foot scenic corridor measured from the edge of the highway easement. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.
6. Maintain and preserve the rock walls (guardrails) and fountains of the Feather River Highway within the highway right-of-way and within the scenic corridor.

State Highway 89, Tolowa Trail to Clio

Scenic area to include 230 feet corridor, generally centered on future highway alignment.

Protection measures and development standards:

1. No new off-premise advertising signs.
2. On-premise signs shall not exceed 12 square feet nor the height of any on-site building roof line.
3. No residential structures or accessory structures permitted.
4. No commercial nor industrial structures permitted.
5. No new overhead transmission or utility lines permitted, except necessary crossings.
6. No driveways permitted.
7. No tree removal, except for public safety.

SCENIC ROADS

COUNTY SCENIC ROADS: The following county roads or county road segments provide important access to views of near or distant scenic areas:

413 Spanish Ranch Road: from Bucks Lake Road to Spanish Ranch-Butte County Road
506 Graeagle-Johnsville Road: from Mohawk Highway 40 to JV02 Church Street, Johnsville
506B Mohawk Highway 40: from Graeagle-Johnsville Road to State Highway 70
509 Sloat Road: from State Highway 70 to Sloat Transfer Station Road
511 Quincy-LaPorte Road: from State Highway 70 to Plumas National Forest
519 Golden Lake Forest Highway: from State Highway 89 to Sierra County
520 Little Bear Road: from State Highway 89 to State Highway 70

Protection measures and development standards:

Establish a 100 foot scenic corridor, measured from the edge of the highway easement. The following development standards shall apply:

A. No off-premise advertising signs.

B. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum area for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.

C. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.

D. Establish building exlcusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.

E. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.

APPENDIX II

REGIONAL TRANSPORTATION PLAN

FOR

PLUMAS COUNTY

1986

ENVIRONMENTAL ANALYSIS

The Environmental Impact Report (EIR) for the Plumas County Regional Transportation Plan was adopted by the Transportation Commission in March 1975.

The EIR examined the general socioeconomic and natural impacts created by the Transportation Plan. The EIR an integral part of the plan, should be considered in any review of the plan.

The EIR is published as a separate document and is incorporated by reference herein. It is available in the Plumas County Transportation Commission office.

Because the environmental effects of the updates of this plan are essentially identical to those identified in the 1975 EIR, the 1975 EIR is deemed adequate to meet current environmental analysis requirements.

REGIONAL TRANSPORTATION PLAN

FOR

PLUMAS COUNTY

1986

Prepared for

The Plumas County Regional Transportation Planning Agency

Plumas County

By

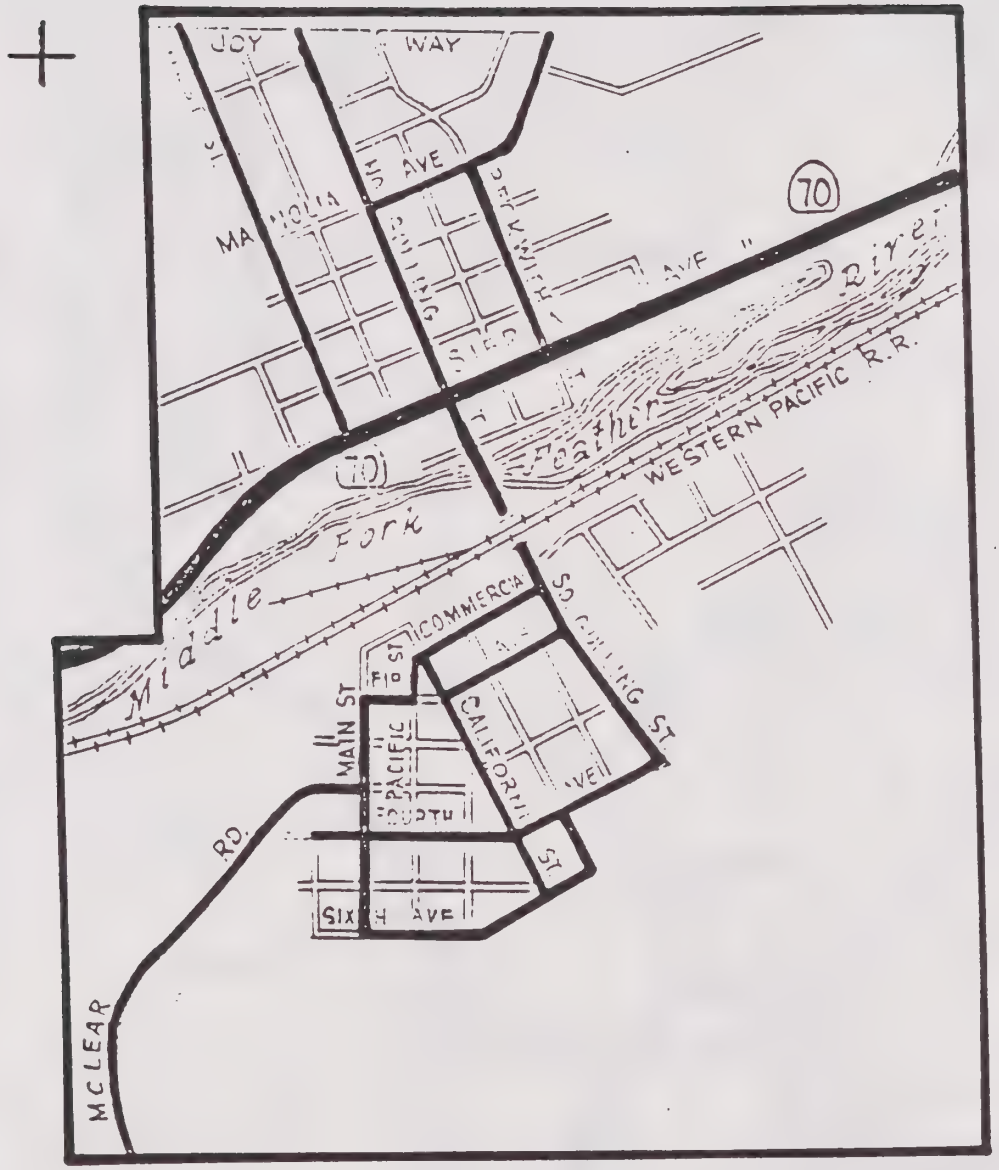
Transportation Planning, Caltrans
South Counties Branch
P. O. Box 2107
Redding, California 96099

TABLE OF CONTENTS

GUIDE TO ABBREVIATIONS

AIP	-	Airport Improvement Program
ARB	-	Air Resources Board
BLA	-	Bicycle Lane Account
BLM	-	Bureau of Land Management
CAAP	-	California Aid to Airport Program
CDA	-	California Department of Aging
CTC	-	California Transportation Commission
CTSA	-	Consolidated Transportation Services Agency
EIR	-	Environmental Impact Report
FAP	-	Federal Aid Primary
FAS	-	Federal Aid Secondary
FAU	-	Federal Aid Urban
FHWA	-	Federal Highway Administration
FY	-	Fiscal Year
LTF	-	Local Transportation Fund
MOU	-	Memorandum of Understanding
PSTIP	-	Preliminary State Transportation Improvement Program
RTP	-	Regional Transportation Plan
RTPA	-	Regional Transportation Planning Agency
SR	-	State Route
STAF	-	State Transit Assistance Fund
STIP	-	State Transportation Improvement Plan
TDA	-	Transportation Development Act
TIP	-	Transportation Improvement Program
TPSIS	-	Transportation Planning Support Information System
TSM	-	Transportation Systems Management
UMTA	-	Urban Mass Transportation Act
US	-	United States
UTF	-	Unified Transportation Fund

MAPS, CHARTS AND FINANCIAL DATA



COLOR CODES

FUNCTIONAL CLASSIFICATION

RURAL

Interstate and Other Principal Arterials

Minor Arterials

Major Collectors

Minor Collectors

All Others Are Local

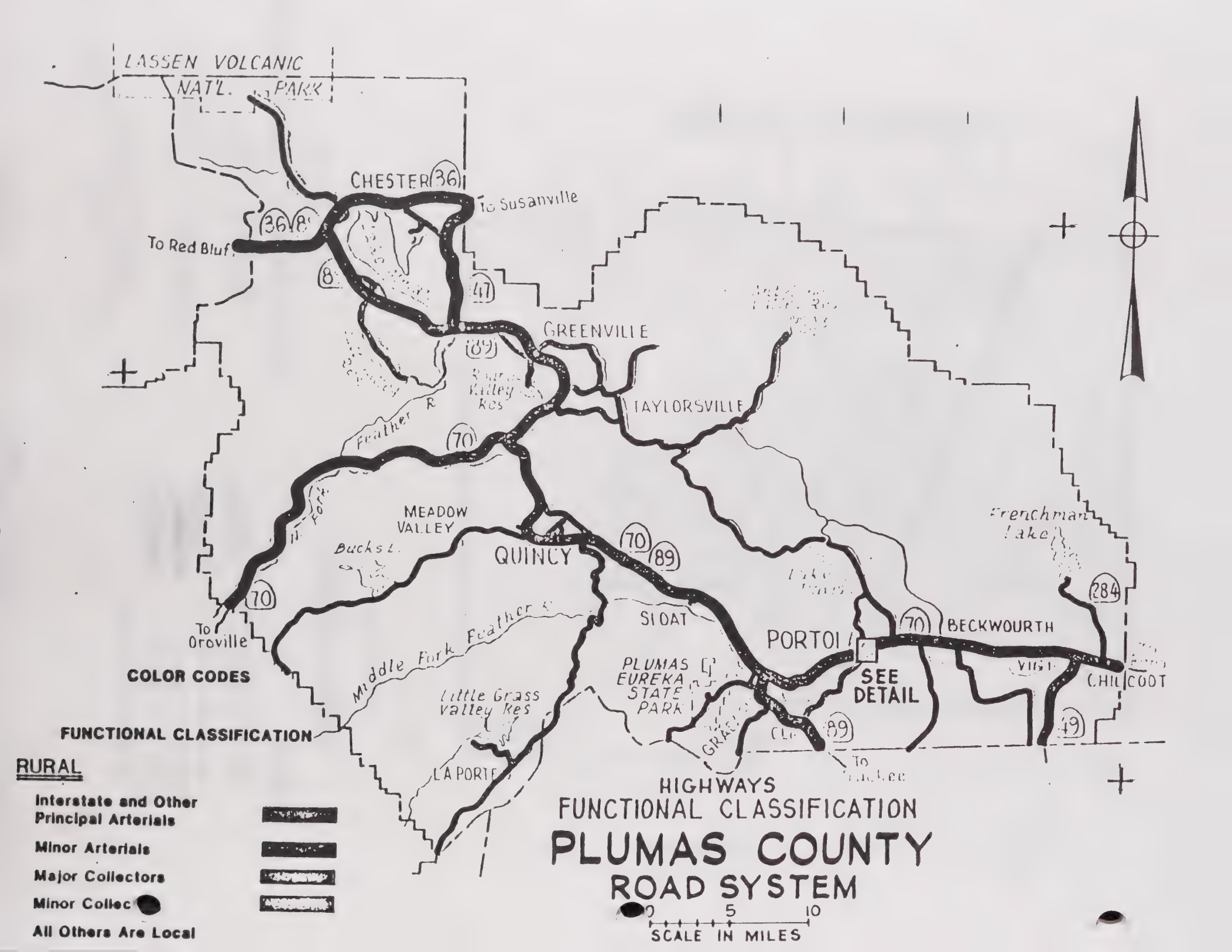
HIGHWAYS - FUNCTIONAL CLASSIFICATION

PORTOLA

PLUMAS COUNTY

SCALE IN MILES

0 0.25 0.50


LASSEN VOLCANIC NAT'L. PARK
CHESTER
36
To Susanville
To Red Bluff
36
8
8
47
GREENVILLE
89
Butt Valley Res
Feather R
TAYLORSVILLE
70
MEADOW VALLEY
Bucks L.
N. Fork
QUINCY
70
89
Frenchman Lake
284
70
To Oroville
SLOAT
PORTOLA
70
BECKWOURTH
Middle Fork Feather R
PLUMAS EUREKA STATE PARK
SEE DETAIL
CHILCOOT
Little Grass Valley Res
89
49
LA PORTE
To Truckee
COLOR CODES
FUNCTIONAL CLASSIFICATION
RURAL
Interstate and Other Principal Arterials
Minor Arterials
Major Collectors
Minor Collectors
All Others Are Local
HIGHWAYS
FUNCTIONAL CLASSIFICATION
PLUMAS COUNTY
ROAD SYSTEM
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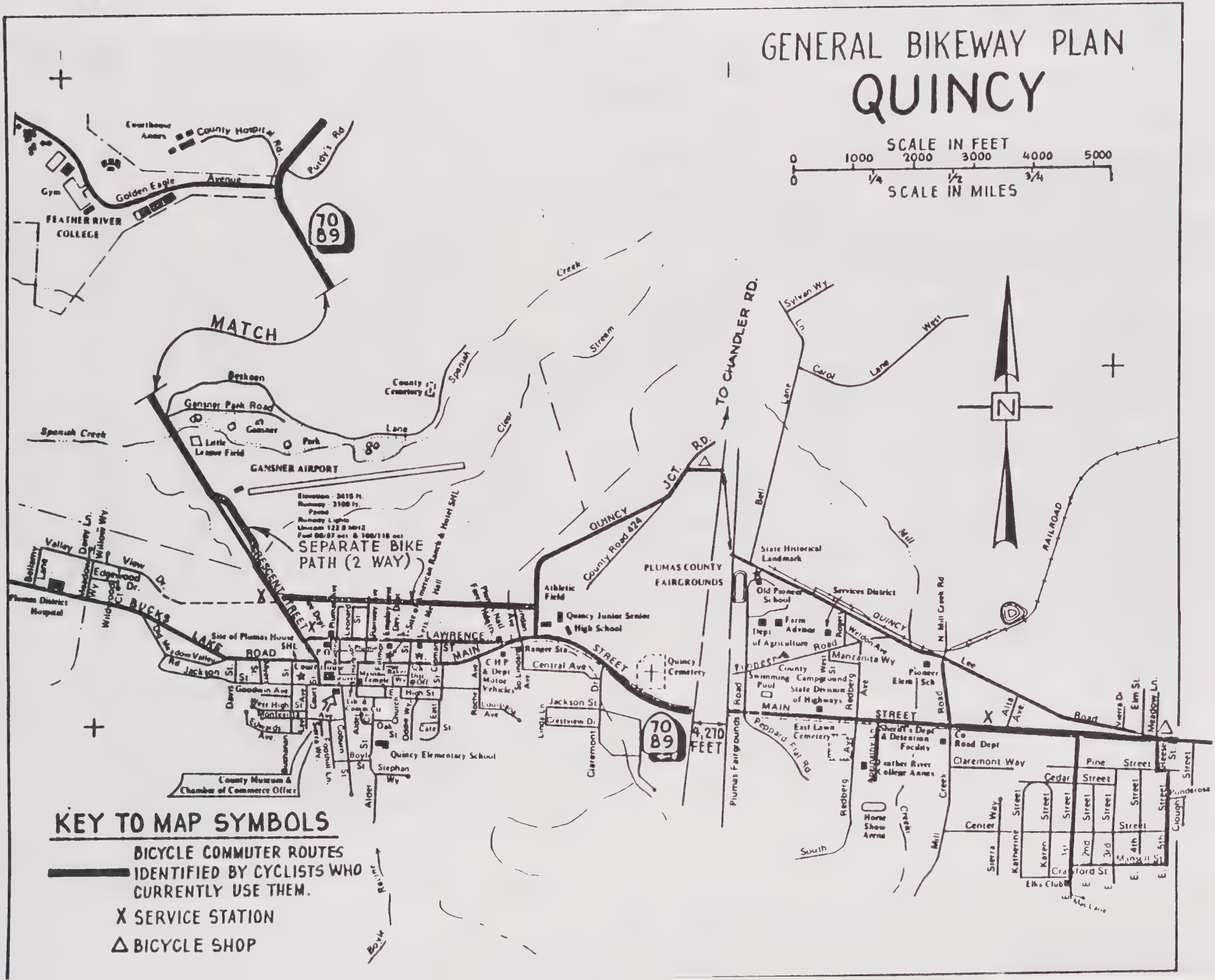
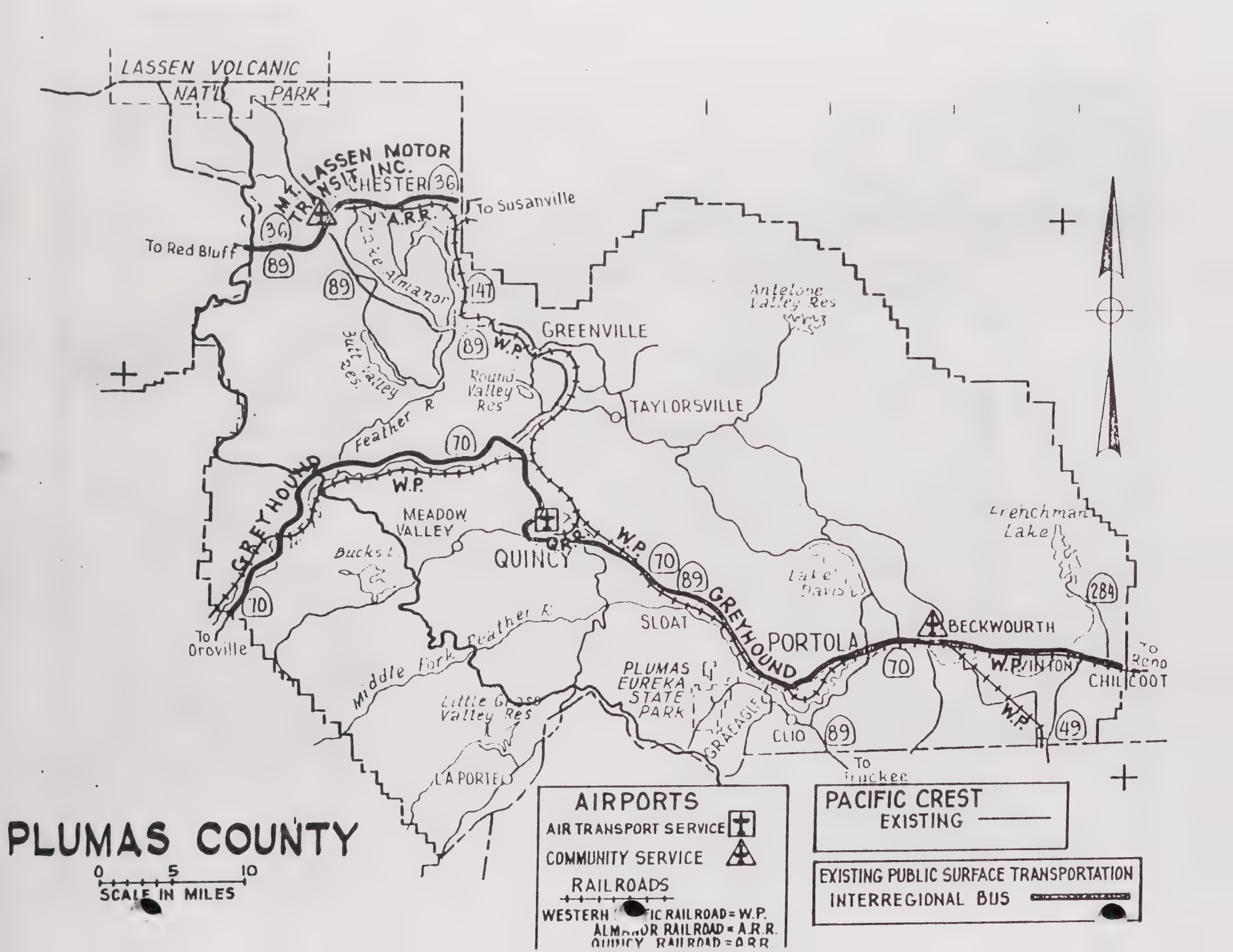
SCALE IN MILES


GENERAL BIKEWAY PLAN
QUINCY
SCALE IN FEET
0 1000 2000 3000 4000 5000
0 1/4 1/2 3/4
SCALE IN MILES
N
KEY TO MAP SYMBOLS
BICYCLE COMMUTER ROUTES IDENTIFIED BY CYCLISTS WHO CURRENTLY USE THEM.
X SERVICE STATION
△ BICYCLE SHOP
FEATHER RIVER COLLEGE
Gym
Courthouse Annex
County Hospital Rd
Golden Eagle Avenue
Purdy's Rd
70
89
MATCH
Beckeen
Gansner Park Road
Gansner Park
Little League Field
Spanish Creek
GANSNER AIRPORT
County Cemetery
Lane
Clear Creek
Stream
SEPARATE BIKE PATH (2 WAY)
CRESCENT STREET
Valley View Dr.
Edgewood Dr.
Plumas District Hospital
BUCKS LAKE ROAD
Site of Plumas House
Jackson St
Goodwin Ave
LAWRENCE ST
MAIN STREET
Central Ave
CHP & Dept Motor Vehicles
Ranger Sta
Athletic Field
Quincy Junior Senior High School
Quincy Cemetery
Jackson St
Crestview Dr
Claremont Dr
Quincy Elementary School
County Museum & Chamber of Commerce Office
QUINCY JCT. RD.
County Road 424
TO CHANDLER RD.
PLUMAS COUNTY FAIRGROUNDS
4,270 FEET
Plumas Fairgrounds Road
Sylvan Wy
Bell Lane
Carol Lane West
State Historical Landmark
Old Pioneer School
Services District
Farm Advisor
Dept of Agriculture
Pioneer Road
Manzanita Wy
QUINCY Lee Road
County Swimming Pool
County Campground
State Division of Highways
MAIN STREET
East Lawn Cemetery
Peppard Flat Rd
Sheriff's Dept & Detention Facility
Co Road Dept
Feather River College Annex
Claremont Way
Pioneer Elem Sch
N Mill Creek Rd
Mill Creek
RAILROAD
Alta Ave.
Pine Street
Cedar Street
Center Way
Crawford St
Elks Club
Horse Show Arena
Redberg Ave
South
Boyle
Sierra Way
Katherine Street
Karen Street
1st Street
2nd Street
3rd Street
4th
5th
Elm St.
Meadow Ln.
Ponderosa
Clough St
Street


LASSEN VOLCANIC NAT'L PARK
MT. LASSEN MOTOR TRANSIT INC.
CHESTER
36
To Susanville
To Red Bluff
A.R.R.
Lake Almanor
89
147
GREENVILLE
Antelope Valley Res
Butt Valley Res
Round Valley Res
W.P.
TAYLORSVILLE
Feather R
70
GREYHOUND
MEADOW VALLEY
QUINCY
Bucks L
Frenchman Lake
Lake Davis
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SLOAT
PORTOLA
BECKWOURTH
To Oroville
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PLUMAS EUREKA STATE PARK
Little Grass Valley Res
GRAEAGLE
CLIO
49
To Truckee
LA PORTE
To Reno
CHILCOOT
VINTON
PLUMAS COUNTY
0 5 10
SCALE IN MILES
AIRPORTS
AIR TRANSPORT SERVICE
COMMUNITY SERVICE
RAILROADS
WESTERN PACIFIC RAILROAD = W.P.
ALMANOR RAILROAD = A.R.R.
QUINCY RAILROAD = Q.R.R.
PACIFIC CREST
EXISTING
EXISTING PUBLIC SURFACE TRANSPORTATION
INTERREGIONAL BUS

Before funds can be allocated for street and road purposes, regulations require that a determination must be made that there are no unmet needs which can be reasonably met through implementation or expansion of public transportation services.

2. Each year, the California Transportation Commission must adopt the State Transportation Improvement Program. State law affords the RTPA an opportunity to comment on the contents of the program. In order to comment, the RTPA must evaluate State highway needs, funding potential and alternative State highway projects before concurring or proposing amendments to the program.

3. Every two years, the RTPA is required to review, update if necessary, and readopt the Regional Transportation Plan. A public hearing must be held before adoption.

The RTP serves as a guide for future transportation-oriented decisions. It should be the basis for all transportation planning and programming in the county. A finding of consistency with the RTP is a requisite for approval of all regional transportation programs and projects.

The RTPA implements the plan by assuring compliance with all legal requirements of Federal, State and local agencies. It accomplishes this by working in conjunction with representatives of those agencies.

Allocation of Funds for Transportation Planning

The statutes authorize the Director of Transportation to allocate State funds to each RTPA for up to 70 percent of its nonfederally reimbursed costs for regional transportation planning from the Transportation Planning and Development Account (TP&D).

The Director allocates State funds from the TP&D account as approved in the Department budget. The allocations are based on the work programs submitted by the regions and progress made in implementing previous transportation plans. Work Programs identify resources, staffing responsibility, authority, operating procedures, etc., for carrying out the planning process.

Plannng Process Participants

The planning of the county transportation system is accomplished through the coordination of various agencies and advisory

PLUMAS COUNTY
REGIONAL TRANSPORTATION PLAN

I. INTRODUCTION

Legal Foundation

The 1986 Regional Transportation Plan (RTP) has been prepared and adopted by the County Transportation Commission in response to State law (Government Code Title 7, Chapter 2.5, Sections 65080 - 65082). The plan describes proposed transportation development in the County through the year 2005, with major emphasis on improvements scheduled over the next five years.

Planning Process

The County Transportation Commission was formed in 1971 to administer and allocate funds provided by the Transportation Development Act of 1971 (SB325).

Assembly Bill 69, enacted in 1972, created the California Department of Transportation and established requirements for preparation and administration of State and Regional Transportation Plans. Under this plan, each Regional Transportation Commission is required to prepare and adopt an RTP with coordinated and balanced transportation systems, consistent with regional needs, as it's goal.

Assembly Bill 402, enacted in 1977, revised guidelines for the RTP and required the plan be updated in 1978 and every two years thereafter. It continues the Local Transportation Commission's responsibilities.

Each RTPA in even-numbered years submits an updated RTP to the California Transportation Commission and the California Department of Transportation. Transportation projects within the County are assessed on an individual basis for any environmental impacts on the immediate and surrounding area.

A comprehensive environmental impact report was completed and adopted in 1975. There are no changes of significance in this plan which require updating and recirculation of the environmental impact report.

State statutes and regulations require three specific periodic planning activities:

1. Each year, the RTPA must allocate funds from the Local Transportation Funds. If any of these funds are to be used for street and road purposes, the RTPA must evaluate unmet transportation needs and alternative public transportation measures to meet these needs.

that the County Board of Supervisors be designated as the CTSA. It is a legal entity with the capacity to file claims under Article 4.5 of the Transportation Development Act (TDA) and it has the capability of making and entering into contracts with selected entities to provide community transit service. On December 1, 1981, the County LTC designated the Board of Supervisors as the Consolidated Transportation Service Agency.

Relationship Between the Regional Transportation Plan and Allocation of Transportation Development Act Funds

TDA funds may be used for street and highway purposes only after the County LTC has determined there are no unmet public transportation needs which can be reasonably met.

The State Administration Code, relating to the TDA, defines unmet needs to include, at a minimum, those public transportation service requirements contained in this plan which have not yet been satisfied.

To meet these requirements, the County LTC undertakes a comprehensive evaluation of public transportation needs annually. The evaluation consists of identifying unmet needs and the analysis of potential public transportation projects to satisfy the unmet needs.

Definitions

Following are the current definitions of "Unmet Transit Needs", and "Reasonable To Meet", which were adopted by the Plumas County Transportation Commission on February 15, 1985:

"Unmet Transit Need" is a person-trip required for clothing, food, governmental social service, medical, or work purposes which would be satisfied by a transit service or facility identified in the Plumas County Regional Transportation Plan, which service or facility is not presently available. Transit needs do not include: personal transit trips shorter than 2 miles (1/2 hour walk), except for Older Americans and the handicapped; transportation for individuals who require the assistance of an attendent (other than the driver); nor out-of-County travel.

"Reasonable To Meet" is a public or specialized public transit service which will satisfy a transit need at a cost of less than $3.50 per person-trip, where the total cost of the service is not greater than available governmental transportation funding, and where fare box revenues together with donations are equal to or greater than 20% of the cost of the service to be provided. It is deemed unreasonable: to provide transit service on weekends, due to increased costs per passenger and limitation in needed destinations; or to provide a service that is duplicative of another public transit service.

committees. In June 1973, the PCTC entered into a Memorandum of Understanding (MOU) with the California Department of Transportation. An updated MOU has been forwarded to the County, but as yet has not been approved. The planning process participants are:

The Plumas County Transportation Commission includes the Executive Director of the Transportation Commission; one county representative; three representatives from the City of Portola, and two members of the Board of Supervisors representing Plumas County.

As a result of the MOU, a Policy Advisory Committee and a Technical Advisory Committee were formed.

The Policy Advisory Committee consists of the above Transportation Commission members and the District Director of the California Department of Transportation office in Redding.

The Technical Advisory Committee consists of members of the technical staffs of the City and County Engineering and Planning Departments, and the Deputy District Director, Planning and Programming, Caltrans District 2.

Citizen Participation

Surveys

Arthur Young and Company was retained to make a survey to determine the needs and demand for public transportation in Plumas County in 1975. A random sample mail survey was conducted with questionnaires mailed to 1,244 persons. A random sample mini bus usage survey was also conducted with questionnaires mailed to 1,267 registered Plumas County voters.

In a study completed in February 1985 by Larry Fites Engineering, and at the direction of the county, Plumas County Unmet Transit Needs were updated. In the report, acknowledgement is given to the "many local officials and transportation operators who assisted in the study, as well as an Advisory Group consisting of residents of Portola, Blairsden, Greenville, Chester and Quincy." (See Appendix C)

Testimony at Public Meetings and Hearings

The meetings of the County Transportation Commission are advertised in the local newspaper and citizens are encouraged to attend and participate.

Consolidated Transportation Service Agency (CTSA)

In a coordination meeting involving local officials and a Caltrans representative, it was recommended to the County LTC

II. BACKGROUND

Regional Setting

Plumas County is situated in northeastern California at the northern boundary of the Sierra Nevada, and southern boundary of the Cascade ranges. It is 248 miles northeast of San Francisco, 80 miles northwest of Reno, Nevada, and 146 miles southeast of Redding. There is one incorporated city in Plumas County, Portola, and one major unincorporated city, Quincy (County Seat).

The total area in Plumas County is 2,618 square miles, with approximately 30 percent privately owned, and the balance owned by State and Federal government. The county is the twenty-second largest of California's 58 counties.

Elevations in Plumas County are: Chester, 4,525 feet; Greenville, 3,570 feet; Portola 4,850 fet; and Quincy, 3,423 feet. The highest point is Mt. Ingalls, 8,372 feet and the lowest point, Storrie at 1,800 feet.

The climate as shown on Quincy Ranger Station's, United States Forest Service (USFS) 60-year weather records: annual average rainfall, 40 inches; annual average snowfall, 38 inches; annual mean temperature, 50 degrees; average growing season, 4 months.

Population and Employment

Department of Finance (Population Research Branch 1/1/86) figures show Plumas County population of 19,350, with about 4,723 living in Quincy, and about 2,050 living in Portola. The county ranks fiftieth of California's 58 counties.

Other population centers are Greenville and Chester. There are many smaller communities such as Beckwourth, Vinton, Chilcoot, Graeagle, Blairsden, La Porte, Delleker, Crescent Mills, Taylorsville, Almanor and Canyon Dam.

The various communities and some major features are illustrated on the maps included in the text.

Government and timber industries are major employers in Plumas County. The depressed timber industry of the past few years created serious employment problems and the seasonal nature of such work aggravated the situation. With the national revival of the housing industry the employment situation in Plumas County has improved. Statistics compiled by the Employment Development Department for the period from 8/85 to 7/86, show unemployment rates ranging from a low of 8.0 percent in Sept '86, to a high of 21.1 percent in Feb '86.

Transportation Programming Process

The RTP takes into consideration three major elements: Goals and Policies, Action, and Financial.

The Goals and Policies Element has been developed to:

- Specifically guide the transportation programs of the county for a short-range, five-year time frame.

- Identify goals to continue evolution of the county's twenty-year, long-range transportation plan.

The Action Element includes:

- A five-year program of projects.

- The five-year projects are intended to be progress toward the twenty-year goals.

The Financial Element includes:

- A five-year estimate of anticipated revenues and expenditures to fund projects identified in the action element.

- No projections of anticipated twenty-year revenues are included in this plan.

Future Plan Amendments and Updates

The County LTC will be responsive to changing conditions throughout the county on an ongoing basis. As new or redefined projects are needed, the action and financial sections will be amended.

By law, this plan is required to be and will be, in its entirety, reassessed, updated, and readopted biennially.

The County LTC considers for inclusion in the RTP only projects that have full concurrence of all concerned jurisdictional agencies.

Greyhound Lines (*) operates busses along State Route 70 as part of an interregional route between Oroville and Reno, Nevada. One bus operates each way on the route daily. Average ridership for Plumas County passengers (one trip end in the County) averages 14 persons per trip. Current one-way fares have increased an average 140 percent since 1975.

Mount Lassen Motor Transit Company, (**) a contract mail carrier, operates vehicles along State Route 36 between Red Bluff in Tehama County and Susanville in Lassen County, making a scheduled passenger stop in Chester. One trip is made each way daily. Passenger capacity is 5; and reservations are advisable. Current one-way fares have increased an average 100 percent since 1975. Mount Lassen Motor Transit also carries freight.

*Greyhound Lines - June 1986
**Mt. Lassen Motor Transit - June 1986

Intraregional Service

The City Cab Company(*) operates in and serves the Portola area with five vehicles. Additionally, City Cab contracts to provide service with Union Pacific-Missouri Pacific Railroad. City Cab provides about five calls per day in the city. Fares have increased 50 percent since 1975.

*City Cab Company - June 1986
**Union Pacific-Missouri Pacific Railroad - June 1986

Special Transportation Systems

Elderly

Plumas County Service Area No. 12 is the senior citizen program providing transportation services to elderly citizens of Plumas County. Nontaxing County Service Area No. 12 was formed and approved by the Board of Supervisors to provide countywide transportation service. The action was taken to qualify for use of Transportation Development Act funds for Senior Citizens' busses or future countywide public mass transit. The City of Portola was included in the Service Area at the request of Portola City Council.(*)

Six vans serve four nutrition sites in the communities of Chester, Greenville, Quincy and Portola. Two of the vans can carry seven passengers, three carry twelve passengers, and one has eleven passenger capacity. All are equipped with a folding step and CB radio.

CSA#12 (also known as the Senior Nutrition Transportation Program) utilizes a "Modified Route System". Vans provide daily services to seniors for banking, post office, and rides to the nutrition site for lunch. Once weekly the Quincy van travels to the Feather River Canyon to bring seniors into Quincy for shopping and lunch at the nutrition site. And, once monthly, if

Tourism is promoted. There are many motels, hotels, resorts and trailer parks throughout the county. Numerous camping and picnic sites are available to travelers in the summer, while winter visitors can enjoy skiing, tobogganing and snowmobiling.

Existing Transportation Facilities and Services

Streets and Highways

There are several modes of transportation available to residents of the county; however, the dominant mode is the automobile. There are 22,302 licensed motor vehicles which travel an average of 577,381 vehicle miles daily upon the public roads in the county. The map (included in text) illustrates the types of facilities on the State Highway System within the County.

1986 PLUMAS COUNTY VEHICLE REGISTRATION (DMV 1986)

	1975	1978	1979	1984	1986
Automobiles	6,732	7,118	8,083	9,279	10,305
Motorcycles	585	531	734	819	797
Commercial	3,919	4,334	4,923	5,714	6,836
Trailers	3,301	1,389	1,693	3,325	4,364
Total	14,537	13,372	15,433	19,137	22,302

Road Miles in Plumas County by Jurisdiction*

National	2,191.0
State of California	182.0
Plumas County	644.1
City Streets	19.2

*Highway Planning and Research - June 1986

1985 Average Daily Vehicle Miles of Travel*

County Roads	252,055
State Highways	335,890
County Total	587,945

*Transportation Planning Support Information System (TPSIS) June 1986.

Public Transportation

Public transportation within Plumas County is extremely limited, as indicated on the map included in this plan.

Interregional Service

Plumas County has experienced no adverse impacts from the Bus Deregulation Act.

of Plumas County. The clinic has an eight-passenger and five-passenger van which is used to transport Indians for medical purposes in and about Plumas County. One of the vans is also used to transport meals, on a nonregular basis, from the Greenville Senior Nutrition Site to some elderly housebound Indians.

*Northern Valley Indian Health, Inc.

Carpooling

Carpooling, a private, voluntary, specialized transportation program, takes place on an ad hoc basis between the major communities of the county. Although established park-and-ride lots do not appear to be substantially used, and Caltrans carpooling telephone service is not utilized, it is conservatively estimated that 200 commuters utilize car-pooling. Groups range from two to four in size; and the notable routes are Chester/Westwood, Greenville/Quincy, and Mohawk Valley/Quincy.

Other Transit Dependent

The balance of the non-driving citizens are dependent on school busses, friends and relatives.

Air Facilities

Following is a listing of airport categories found in Plumas County.

Category Symbol	Type	Corrected* Min. Runway Length	Accommodates
BU2	Basic Utility Stage 2	2,700 feet	Approximately 95% of prop aircraft
BU1	Basic Utility Stage 1	2,200 feet	Approximately 75% of prop aircraft

*Length corrected for elevation, temperature, and gradient.

There are three publicly owned airports in the county (see map in text): Beckwourth (BU1), Chester (BU2), and Gansner Field in Quincy (BU1). Charter service is available at all three airports.

Nonmotorized Facilities

This category includes regionally significant bicycle facilities, hiking trails, equestrian trails, boating trails and many areas which are used for snowmobiling in the winter.

The only trail which can be considered countywide in significance is the Pacific Crest Trail, which runs the length

at least two older Americans have medical appointments in Chico, and/or another two in Reno, the Greenville/Chester seniors are transported to Chico and the Quincy/Portola seniors to Reno.(CSA#12 Lyle Persch)

The Home Bound Meals Program utilizes the vans to take meals, within a three-mile radius around each site, to seniors who are unable to travel to the hot-meal sites.

Funding is obtained from Federal Older Americans Act, California Department of Aging, and donations from senior citizens.

In 1982, Plumas County Senior Transportation received a Secretary's Discretionary Grant enabling them to purchase a 19-passenger, lift-equipped bus, for senior and handicapped transit. Operating costs for one year were included as part of the grant. Current operating expenses are obtained from the California Department of Aging, Older Americans Act and TDA funds. The county anticipates purchasing two 12-14 passenger, lift-equipped busses to supplement senior transportation, one in 1986/1987 and the other in 1987/1988. TDA funds will be used to cover the cost of the busses, as well as 1986/1987 operating expenses.
* CSA#12 July 1986

Handicapped

Plumas County Service Area No. 12 provides transportation for the elderly handicapped citizens of Plumas County.

Feather River College operates a 12-passenger, lift-equipped van in the Quincy/East Quincy area to transport handicapped students.

Other Transportation Resources

School Busses

Plumas Unified School District is the largest transportation-provider in Plumas County. It serves all of Plumas County with the exception of a small area in the eastern section of the county (Chilcoot and Vinton). Thirty-one vehicles serve about 2,100 students and average about 525,000 miles per year. The school district also makes the busses available for special community projects such as transporting people to the County Fair. The only charge made is to cover normal operating costs.

Feather River College, in Quincy, has two busses, 20- and 36-passenger. These are currently used only for field trips and excursions because of lack of funds for transportation.

Northern Valley Indian Health, Inc,* headquartered in Oroville, operates a Satellite Clinic in Greenville to serve the Indians

Oroville-Reno Junction main line carries an average of 14 trains per day, the Keddie-Bieber line averages six trains per day, while the Loyalton branch line runs a single train on an as-needed basis.

Freight-handling facilities on the Oroville-Reno Junction line are located at Merlin, Camp Rodgers, Belden, Virgilia, Twain, Paxton, Keddie, Quincy Junction, Spring Garden, Sloat, Blairsden, Mabie, Portola, Hawley and Chilcoot. On the Keddie-Bieber line, facilities are available at Moccasin, Crescent Mills, Greenville, Almanor and Clerk Creek Junction. House track or spur is available at all of these stations.

The Almanor Railroad which connects with the Keddie to Bieber main line of the Union Pacific Railroad, northeast of Lake Alamnor close to the Lassen County Line, provides rail freight service to Chester. The railroad's primary function is transporting lumber; it also provides sporadic rail service to Chester.

The Quincy Railroad, owned by Sierra Pacific Industries, connects with the Oroville to Reno Junction main line of the Union Pacific Railroad at Quincy Junction, northeast of Quincy, and provides rail freight service to East Quincy.

Air Quality

Under State law, local and regional air pollution control districts have the primary responsiblity for controlling air pollution from all sources other than vehicular sources. The Air Resource Board (ARB) has the responsibility of control of vehicular sources. The ARB divides the State into air basins and adopts standards of quality for each air basin.

Plumas County is in the Mountain Counties Air Basin and conducts air monitoring on an as-needed basis or at public request*.

Air quality in the region does not exceed National Ambient Air Quality Standards. There are no heavy industrial areas or manufacturing concerns in the region. A large percentage of the pollutants emitted into the air are caused by vehicle and goods movement.

*Plumas County Air Pollution Control District - June 1986

Pipelines

There are no major pipelines passing through Plumas County.

ASSUMPTIONS

Population Growth

The population estimate provided by the Department of Finance, Population Research Unit, projected 1986 Plumas County

of the county along the crest of the Sierra Nevada. It is a segment of the trail system which is planned to traverse California, Oregon and Washington from the Mexican to the Canadian borders. When ultimately developed, it is intended to allow one to complete the journey under the maximum possible natural environmental conditions. The vast majority of the trail in Plumas County runs through public lands and is under the jurisdiction of the U.S. Forest Service.

Existing bicycle routes in the Quincy area are shown on the General Bikeway plan included in text.

Rail

There is no rail passenger service in Plumas County but there is freight service.

Goods Movement - Truck and Rail

Most of the transportation in Plumas is by motor vehicles using public roads and streets. Consistent with this, the major portion of goods movement is by truck. With the gradual improvement of highways, trucks have also assumed a substantial portion of interregional transport of goods and materials which formerly moved by rail. Trucks today carry products into, out of, through and within the county. Truck transportation is vitally important to timber and agricultural interests within the county. Truckloads of logs and lumber are a common sight on Northern California highways.

Rail is an especially suitable form of transportation for ungainly objects such as pilings, poles, and large trusses. It is also important for other timber products which must be moved long distances.

The Western Pacific Railroad, owned by the Union Pacific-Missouri-Pacific Railroad*, operates two main lines and one branch line through Plumas County. One main line runs from Oroville to Reno Junction following the general routing of State Route 70 to Reno Junction, near the junction of State Routes 70 and 395 in Lassen County. From there, the line goes on toward Utah and a branch goes south to Reno.

A second main line branches off at Keddie, about eight miles north of Quincy and travels northward, leaving the county northeast of Lake Alamanor and continuing to Bieber in Lassen County where it joins the Burlington Northern Railroad. A branch line leaves the main line at Beckwourth and runs to Loyalton in Sierra County.

*Union Pacific-Missouri Pacific Railroad - June 1986.

Additionally, if the proposed Highway & Transit Authorization Bill reduces transit funding at the Federal level, specialized transit systems will be forced to rely more heavily on state and local funding.

In the Western Timber Association's excerpts from the Department of Agriculture's 1987 budget summary, a bleak picture is presented for counties who depend on 25% timber tax receipts for their road and school programs. Not only do they face the specter of reduced timber programs, now the government proposes a new system of calculating 25% funds. The new system would reduce individual county funds by 73%. The 1987 budget proposes to make the program more rational by calculating each State's payment on a net receipts basis. The proposal, to be implemented, would require new legislation. Western Timber Association reports that legislation will we implemented "shortly".

Air Quality

Because of limited population plus a lack of heavy industrial and manufacturing interests in the county, the air quality in the region is not expected to exceed National Ambient Air Quality Standards at any foreseeable time in the future.

Status of Previous Projects

State Highways

The 1984 Regional Transportation Plan proposed two projects for reconstruction and improvement during the 1984 to 1989 period.

The following projects were included in the 1984 RTP:

State

Hwy 89	Fr. 4.7 mi. to 5.5 mi N of Sierra County Line. Curve correction.	Delayed to '86 STIP.
Hwy 89	Greenvile OH & Wolf Cr. Br. Rehab-Increase load capacity-widen.	Delayed to '86 STIP.

Plumas County

C.R. 112	At Lake Davis-Reconstruct 0.8 Mi	Completed
C.R. 511	At Nelson Creek-New Bridge	Delay 86/87
C.R. 323	Almanor Peninsula Access-New Route	Delay 86/87

Special Transportation

The 1984 Regional Transporation Plan proposed one public transportation project. Plumas County does not plan to

population at 19,780. Long-range estimates are that by the year 2006, the county can expect to have a population of approximately 25,189 (see below).

1985	1991	1996	2001	2006
19,780	21,191	22,553	23,860	25,189

Land Use

The Plumas County General Plan is subdivided into geographic areas and each area plan, as it is adopted, becomes part of the General Plan. Land use development will be controlled locally and will conform to the adopted County General Plan and area plans within the county. There are five such plans currently adopted, or in the process of adoption, they are: Almanor, American Valley-Middle Fork-Canyon, Mohawk, Sierra Valley-Last Chance, and Indian Valley.

Each RTP is reviewed by county planning staff before being adopted by the LTC to ensure that there is no conflict with the Circulation Element of the General Plan.

Economic Base

Plumas County relies heavily on timber, lumber-related industries and recreation as it's economic base. During the preparation of the 1982 RTP, the decline in the building industry adversely impacted the county. With the upturn of the housing market in 1983, a more favorable economic climate has been evident. However, it appears that recent events are again beginning to cause stress in timber markets. If the trend continues, the economic results may detrimentally affect revenues, employment, population and housing. The economic swings can be more appropriately addressed at state and national rather than local levels.

Transportation Financing

Although the passage of the Surface Transportation Act of 1982 raised Federal gas tax levels by five cents per gallon, distribution formulas are such that the county receives no direct benefits from the new revenues generated. However, the passage by the California State Legislature of SB 215 provides that a portion of the newly enacted two cents per gallon State tax increase is to benefit cities and counties.

Local Transportation Fund information can be found in the Financial Element of this plan. The Governor's veto of State Transit Assistance Funds for 1986 will have a negative impact in Plumas County. STA funds are normally used to support the elderly transit system. Without STA the county will need to reprogram LTF monies, which were budgeted for street and road repair, to the specialized transit system.

III. LONG-RANGE TRANSPORTATION SYSTEM

Relationship Between Long-Range Plan and Short-Range Action Plan

The long-range plan is the desired transportation system envisioned for the year 2006.

The short-range action plan, more fully described in the Action Element of the RTP, identifies specific projects to be accomplished in the immediate five-year period as steps toward achievement of the long-range plan.

Streets and Highways

The number of citizens living in the county is expected to increase about 24 percent by the year 2006. The number of motor vehicles is likely to increase proportionately. Taking into consideration Plumas County's natural attraction to tourists, along with the projected increase in population, it seems reasonable to assume that the capacity of selected streets and highways may become a concern.

In 1984 Route Concept Reports (RCRs) were developed for each state highway that outlined a view of what type of improvement should realistically be made in the next 20 years. A year later the District System Management Plan (SMP) outlined a specific 5-year post-STIP improvement plan for two different hypothetical funding levels. Both the RCRs and the SMP will be revised in 1987 and will result in a route development plan for major transportation facilities within the county.

Public Transportation

Larry Fites Engineering, at the direction of the Plumas County Transportation Commission, performed an Unmet Transit Needs Study. The study, completed in February 1985, provided the County with new Unmet Transit Needs definitions, and Reasonable To Meet definitions (See Appendix C).

In the study "the key tests of the suitability and feasibility of any public transit system or facility are quoted as:

a) Is there a specific NEED for public transportation?

b) Would it be ECONOMICALLY possible to operate the public transportation system/facility? (A reasonable relation between the cost of the program and the "benefits" to be derived must be perceived.)

c) Would the transportation program SATISFY the need? (Would it be used?)

The study continues: "Several obvious needs exist for public transportation in Plumas County, in numbers significant enough

implement a public transit system at present and have decided not to avail themselves of the Section 18 vehicle, thereby freeing up funds for another applicant.

The county anticipates the purchase of a 12 14 passenger bus with a wheelchair lift, for transportation of seniors, in FY 86/87, for the Portola area. TDA funds will be used for the purchase of the bus, as well as operating expenses. The county will also purchase a similar bus in FY 1987/1988, again using TDA funds.

Airport Improvements

Chester Airport	Pave Taxiway & Tiedown	Completed

Nonmotorized Improvements

The 1984 Regional Transportation Plan proposed various unspecified projects for the benefit of nonmotorized traffic in Plumas County.

In 1984 an east/west 3/4± mile bikeway on the north side of Quincy, was completed which effectively circumvents the business area, affording the bicyclist riding for exercise or pleasure a safer and more scenic route.

Transportation Financing

Funding for transportation facilties has been adversely affected by inflation and increasing maintenance and rehabilitation costs for an aging road system. Although inflation has slowed down, roads are in poor repair because of delayed maintenance and lack of funding. Caltrans Route Development Plans identify potential alternatives for highway improvements based on possible gasoline tax increases. Both short- and long-range transportation financing will be impacted by any tax increases.

A U.S. Department of Agriculture plan, aimed at altering the 75-year formula which set aside 25 percent of all receipts from timber sales on Federal lands for local government roads and schools, would redistribute all timber reserves to counties within all National forests based on a land tax base rather than timber base. Counties having few or no trees suitable for harvest could receive 70 to 75 percent of the 25 percent receipts from "forested" counties. The plan would be decidedly detrimental to Northern California timber-rich counties that rely on timber tax revenues to maintain county roads.

to warrant consideration. In many cases these needs are already being met. In other cases it just may not be economically feasible to satisfy the need through public transportation services/facilities."

Some of the most powerful deterrents to public transportation in Plumas County are lack of providers, randomly dispersed population, cost of system, funding cuts and political constraints due to the above.

As the actual dollars available for transit decrease; and as competition for the available dollars increase; and as the monetary constraints of operating a transportation system increase (i.e., insurance, salaries, etc.) the question of whether Plumas County could afford, or justify, a public transportation system in the year 2006 is unanswerable.

Nonmotorized

This category includes regionally significant bicycle facilities, hiking trails, equestrian trails, boating trails, etc. A methodology was not developed to try to predict these needs during the next 20 years. In rural areas, needs can often be met at low cost in conjunction with other improvements. For example, the addition of shoulders on a narrow highway will benefit both the driver of the motor vehicle and the bicyclist.

Aviation Facilities

An aviation facilities inventory and permit compliance inspection was conducted on the Chester, Gansner and Nervino airports on June 26, 1986 by Caltrans. As a result of the inspection a Pavement Management System has been suggested, by the Chief of CT Division of Aeronautics, for both Gansner and Nervino airports due to cracking of the runways. Development of the remaining aviation facilities within the county will keep pace with the county's growth and needs.

Planned improvements to the airports in the county are listed elsewhere in this RTP.

Goods Movement

The Western Timber Association predicts that the southern lumber producing regions will inevitably have to fall back in their contribution to the nation's woodbasket due to a declining timber supply which should become critical in the next ten years. At this point, when much of our region's second-growth timber will be nearing harvestable size, the Northwest will be poised to regain its prominence as the undisputed leader in the wood products industry. Should this happen, a significant change in goods movement facilities and practices should take place.

The Air Resources Board has not required any transportation control measures as part of this plan.

In this updated RTP, five alternatives have been considered. They are:

Do Nothing

No new facilities or services. Maintenance and operations only.

Status Quo

Continuation of existing programs at the current levels with existing finances.

Emphasize Road Improvements

All available discretionary transportation resources would be committed to maintaining and improving the street and highway facilities. New funding would be sought for street highway purposes.

Emphasize Public Transportation

All available discretionary transportation resources would be committed to expanding the availability of public transportation services. New funding would be sought for public transportation purposes.

Emphasize Multimodal Transportation

Additional funding would be sought to speed the development of adequate transportation services. Projects would be compared based upon their costs and benefits, with priority given to the more favorable projects regardless of the mode.

PREFERRED ALTERNATIVE

The Plumas County Local Transportation Commission has selected the STATUS QUO alternative as the basis for planning transportation facilities and systems in the county.

OVERALL REGIONAL TRANSPORTATION GOAL

To provide an effective, balanced and coordinated transportation system, at reasonable cost, consistent with socioeconomic and environmental needs of county residents.

IV. POLICY ELEMENT

GOALS, OBJECTIVES AND POLICIES

The Regional Transportation Planning Agency updates goals, objectives and policies and develops new ones when they are needed. This allows them to determine:

1. The course of action to be taken.
2. Levels of achievement desired.
3. What they seek as an end result of the plan.

The following definitions can be used when developing goals, objectives and policies.

A goal is the end toward which effort is directed, however a goal is not normally attainable; general in nature and characterized by a sense of timelessness, it is something desirable to work toward.

An objective is a realistic point to be reached. Not only can it be attained but progress toward it can be measured. Objectives, therefore, represent levels of achievement in movement toward a goal.

A policy is a course of action selected from among alternatives which include given conditions. It is used to determine and guide present and future decisions regarding development and implementation of transportation matters.

The determination of regional goals and policies should be developed through citizen involvement and government interaction. Keeping in mind the definition for an objective, it is important to set up regional objectives in terms which can be measured and, here again, the public should be involved in setting up evaluation criteria.

Occasionally, the development of goals and policies may raise questions concerning interjurisdictional differences pertaining to local, regional and State goals. Any such conflicts should be resolved through feedback during the planning process.

Finally, when focusing on alternatives in the regional plan, consideration should be given to relevant concerns such as natural environment and social and economic factors.

Alternatives Considered

The regional planning guidelines, adopted by the California Transportation Commission, require that the alternatives considered in the planning process must include, as a minimum, the analysis of the "do nothing" alternative and the "constraned air quality" alternative.

Objective	Policies
Determine the probable land-use impacts of transportation projects prior to scheduling.	Assign high priority to transportation projects which support the adopted land-use policy of the county. Reassess transportation projects which do not support the adopted land-use policy of the county.

Goal 3

To identify and aggressively pursue and utilize available funding to support transportation facilities.

Objective	Policies
Program available funds to rehabilitate roads and provide an adequare transportation system.	Support legislation which will provide additional funding for streets and roads, as well as various types of transportation. Pursue all available Federal, State, and private funding Adhere to fiscal priorities which ensure the most cost-effective benefits. Aggressively seek grants from Federal and State sources.

Transit

Goal

To develop a public transportation system which ensures that the mobility needs of transportation handicapped residents are met in the most economically efficient manner.

Objective	Policies
To use any identifiable measures to provide safe and efficient operations, promote ridership and remain within budgetary constraints.	Provide safe equipment and suitable facilities for a balanced transit system. Maintain existing levels of funding while seeking additional sources of revenue

General Transportation Policy

The Policy Element of the RTP is the foundation for the Action Element. Policies have been developed which will provide the basis for transportation decisions during the next five years.

Streets and Highways

Goal 1

To provide a streets-and-highways system which effectively, efficiently and safely serves the variety of lifestyles in the county.

Objective	Policies
To establish an inventory of county roads which will determine priorities for meeting transportation needs.	Review one-third of county and city streets and roads, listing existing conditions, traffic volumes, needs and projections for the next 5 years.
	Schedule present and future transportation projects within the limits of fiscal constraints.
	Using inventoried road sections, develop a list of projects according to the following priorities - highest to lowest: -Mitigation of high-accident situations. -Adequate maintenance to protect the existing facility. -Rehabilitation or upgrading of existing facilities to reduce cost of maintenance. -Improvement of existing facilities to provide increased capacity and reduced congestion and delay. -Construction of all new facilities.

Goal 2

To assure the coordination of transportation facilities with adopted land-use plans.

and pedestrian walkways.	paved shoulders. If they do not, improvement of such roadways when upgraded shall include 4-foot paved shoulders.
Increase safety and ease of access for bikes to Portola and Quincy schools and the college.	
Increase bike facility parking security at selected locations.	Aggressively seek funding, State or private, to acquire bike security devices.

Transportation Systems Management

Goal 1

Maintain the existing transportation system to prevent costly deterioration and to ensure that efficiency of the system does not decline.

Objective	Policies
Use available funds for programs which ensure the most efficient use of existing facilities.	Give highest priority to maintenance and protection of existing facilities.
	Examine low-cost alternatives rather than approving costly expansions.
	Support land-use planning that maximizes potential of current infrastructure.

Goal 2

Maintain environmental quality by decreasing air pollutants caused by transportation systems, and conserve energy used for transportation.

Objective	Policies
Stimulate multipassenger vehicle use and draw attention to energy-conserving transportation.	Set up carpools.
	Encourage residents to walk, use bicycles, mopeds, and motorcycles.

Goal 3

Achieve a balance between land access facilities and those providing mobility and reduced travel time within the county and with adjacent regions.

	and grants to support public transit.
	Coordinate public transit with private and social service transportation providers using CTSA assistance.
	Consider mobility needs of all groups when doing transit planning.
	Analyze changing economic conditions which affect public transit.
	Promote increased operating and maintenance efficiencies.
	Annually review the need of transportation-handicapped residents to determine if such needs can be reasonably be met.

Aviation

Goal

To provide safe and adequate airports in the county.

Objective	Policies
Improve airports to serve general aviation users better.	The County Transportation Commission will support efforts to implement the adopted airport plans.
	Seek grants and/or loans to provide necessary financial support for airport safety, maintenance and expansion.

Nonmotorized

Goal

To encourage increased bicycle and pedestrian travel by development of a safe and convenient system of bicycle routes, trails, storage facilities and pedestrian walkways.

Objective	Policies
Increase the total mileage of safe bike routes, bike trails	Streets and highways shall have a minimum of 4-foot

Objective	Policies
Support the social, economic, recreational, safety, and service needs of the people in the county which will preserve the quality of life outlined in the county General Plan.	Support land-use policies which alleviate environmental pollution. Support industrial development which is least detrimental to the environment. Assign funding priority to projects which would reduce or eliminate existing environmental problems.

STATUS OF UNRESOLVED ISSUES

One of the major objectives of the planning process is to address and rectify previously identified deficiencies. Following is a list of deficiencies set forth in the 1984 RTP and the status of each of them:

Curve Correction on Highway 89, south of Graeagle ("Carmichael Curve"). Currently in the 87/88 STIP, and will be done in conjunction with a minor curve improvement on Hwy 89, at PM 4.6/5.6.

Stoplight on Highway 70 at Quincy Junction Road intersection. Until 50 percent match of other than State funds can be met this county concern cannot be addressed.

SIGNIFICANT TRANSPORTATION ISSUES

The single most important transportation problem facing the County continues to be a lack of adequate funding to take care of streets and roads. An equally serious problem is the instability of funding sources. Both the State and Federal government seek to shift more of the fiscal burden to local government and private industry. In rural areas this may be economically and politically impossible. As the State and Federal governments continue to explore the idea of how to lessen their own burden; local governments are unable to plan effectively because of the unreliability of funding sources.

Therefore, funding of desired projects and overall instability of all funding are the major transportation issues facing the County.

Prioritized transportation projects, as defined by the county to be of major importance, appear in the Action Element of this plan.

Objective	Policies
Development of a system of high-standard collector and arterial roads to reduce travel time and improve traffic safety within the county, as well as connectors with other regions.	Correct deficiencies in major collector and arterial roads. Provide surfaced, all-weather roads and streets where year-round public service is needed for education, mail, medical, fire protection, law enforcement and cultural activities.

Goal 4

To provide adequate facilities for mobility impaired travelers.

Objective	Policies
Ensure transportation facilities are designed to meet needs of elderly and handicapped travelers as well as the general public.	Purchase lift-equipped public transit vehicles. Train drivers in procedures to assist wheelchair riders. Modify existing rest stops to make them accessible. Design/build future rest stops to be fully accessible.

Goods Movement

Goal

Maintain goods movement facilities - streets, roads, and airports - at a high level of safe and efficient operation using maximum funding available.

Objective	Policies
Protect county's economic base.	Support Federal, State and local policies that enhance facilities involved in the transportation of commodities.

Environmental

Goal

To coordinate the RTP with adopted environmental goals and policies addressed in the County General Plan and other documents. These goals and policies include, but are not limited to, air, water, timber and land management plans.

County and City Streets

The County Department of Public Works reviews county roads each year; then, based on anticipated revenues, develops a five-year program of projects. The projects have been programmed to maintain and rehabilitate the system now in existence which is consistent with the Policy Element in this plan.

All of the City of Portola's street projects focus on protecting the current investment. No new construction is planned during the coming five years.

Public and Special Transportation

The county does not have a public transportation system at present, and should they choose to instigate one in the future it appears that funding assistance would be negligible. Funding will be continued for the elderly and handicapped. The county also plans to purchase two 12-14 passenger lift-equipped busses; one in FY 86/87 and the other in FY 87/88

Airport Improvements

The primary goal of the county is to continue to provide safe airports for general aviation users. The five-year plan provides for overcoming deficiencies identified during airport inspections. An improvement is scheduled at the Chester Airport. (See Airports Projects List pg 32.)

On a biennial basis, owners of the county's publicly owned airports develop a maintenance and capital improvement program. Each program is reviewed and approved by the affected public agency. Airport projects are submitted to Caltrans for review and inclusion in the adopted regional transportation plan.

Funding for maintenance of county airports comes from CAAP plus some general funds from the county.

Nonmotorized

While definite bicycle and pedestrian projects have not been programmed, the county is engaged in preliminary planning in order to achieve better balance in the overall transportation system of the county.

The charts on the following pages show a five-year program of improvements for each of the four modes within the county, i.e., roads, airports, transit and nonmotorized.

V. ACTION ELEMENT

Introduction

The action section is a statement of the short-term (five-year) actions necessary to achieve the county transportation objectives. It describes the specific programs planned to carry out the policies identified in the Policy Element. It includes a list of capital improvement programs for State highways, county roads and city streets; a listing of local government actions to develop and maintain public transit services; a plan to develop a regional bikeway system; and a five-year airport maintenance and capital improvement program. This section describes capital improvements, operational commitments and administrative support for each mode of transportation and the government entity responsible for specific projects.

The RTP does not include projections for school transportation, nor does it deal with rail or intercity buses. Although decisions about these transportation forms can affect the region, they are not within the policy jurisdiction of the RTPA.

SHORT-RANGE TRANSPORTATION PROPOSALS

Streets and Highways

An adequate, well-maintained system of streets and highways is an essential element of any region. It sustains industry, links communities and enhances the quality of life for residents, while encouraging visitors to come to the area. While expansion of highway systems is desirable, maintenance is mandatory. Any delay in road maintenance can result in greater deterioration and higher repair costs. Without adquate maintenance, the county will be faced with the costly prospect of having to completely rebuild portions of roadway. Policies of this RTP reflect the county's desire to maintain its streets and roads as adequately as possible with the funds available.

The programming of State highway projects rests primarily with the California Transportation Commission (CTC). Each year the CTC adopts the State Transportation Improvement Program (STIP) which lists a five-year program of State highway projects. In the development of the STIP, the CTC is advised by both Caltrans and the Regional Transportation Planning Agency (RTPA).

As part of the process, the county RTPA evaluates Caltrans' proposed STIP, including the regional policy statement, existing State highway deficiencies, the long-range plan, and existing and potential funding sources. Based upon the results of this review, the projects set forth on the following pages are needed, cost-effective and fundable with a reasonable allocation of Federal, State and local funds.

ACTION PLAN PROJECTS LIST
($1,000)

Streets & Roads	1986/87	1987/88	1988/89	1989/90	1990/91	Totals	Description of Work
County Roads							
CR511	600					600	Nelson Creek Bridge
CR323 & 323A	1500					1500	
CR511	300	150	150			600	
Lee Road		100				100	Quincy
Mohawk Bridge		1000				1000	Replace
Maintenance	2000	2000	2000	2000	2000	10000	County Roads
Minor Construction	250	250	250	250	250	1250	Various
PORTOLA	120	50	50	50	50	320	Streets
Totals	4770	3550	2450	2300	2300	15370	

ACTION PLAN PROJECTS LIST
($1,000)

Streets & Roads	1986/87	1987/88	1988/89	1989/90	1990/91	Totals	Description of Work
State Routes							
SR70 On Rtes 36,70, 89 and 147 H10326			1054			1054	Upgrade guardrail on conv hwy
SR70 1.2 Mi W to 0.5 Mi W Husbug Cr Br 176600				905		905	Horiz & Vert Curve Improvement
SR70 Fr Pm 18.6/19.6 240620	500					500	Sidehill Viaducts Retaining Walls
SR89 Fr 4.6 Mi to 5.6 Mi N of the Sierra Co Ln 222900	* 706					706	Curve Improvement
Maintenance Projects	2197	2351	2516	2692	2881	12637	
Totals	3403	2351	3570	3597	2881	15802	

State projects reflect the 1988 CTC adopted STIP.
*Increased funding is anticipated for this project.

TRANSPORTATION SYSTEM MANAGEMENT(TSM)

The goals and policies covered by TSM all relate to efficient management of existing transportation facilities and prudent use of financial resources. This covers everything from maintenance of existing facilities, to concerns of bicyclists, to provision of adequate public transportation for those who need it.

This section describes possible actions to maximize the efficiency of existing transportation facilities and systems. All of the actions stress low capital measures which can be implemented by using good management practices. TSM strategies are particularly advantageous in that single actions often result in multiple benefits.

Measures to alleviate road congestion at key locations and promote greater vehicle and pedestrian safety include traffic engineering solutions and adequate highway maintenance. The primary objective of reducing congestion is to increase road capacity without expansion; secondary benefits are reduced energy consumption and maintenance of acceptable air quality. Passing lanes are particularly needed on Hwy 70 and the county will strongly encourage Caltrans to consider such actions.

Public transit usage could be encouraged by coordination of social service transportation and procurement of accessible vehicles to encourage use by handicapped and elderly persons.

Car and vanpools are difficult to coordinate in rural areas but, once organized, often provide greater benefits to the participants than would be possible in a metropolitan area. Long distances traveled result in increased energy savings. Park-and-ride areas can be considered a TSM strategy if they utilize fringe parking.

Many people are reluctant to consider nonmotorized transportation because it is not safe to walk or ride bicycles on narrow country roads. As roads are upgraded, provisions for adequate shoulders will be implemented when practical. Bicycle storage facilities, to ensure vehicle safety, can be an important TSM consideration. Emphasis is placed upon the additional parking area available when residents use bicycles rather than cars.

Other types of strategies which have been successful in some areas are striping for bicycles along a busy thoroughfare, removing bicycle and pedestrian traffic from a main street by constructing a separate bikeway, and providing off-street parking in a commercial area.

One completed project representing application of TSM strategies in Plumas County is an additional bikeway in Quincy, completed since the 1984 RTP (see map included in text).

ACTION PLAN PROJECTS LIST
($1,000)

Airports	1986/87	1987/88	1988/89	1989/90	1990/91	Totals	Description of Work
Chester				105		105	Reconstruct Tie-down
Beckwourth	5	5	5	5	5	25	Maintenance
Chester	5	5	5	5	5	25	Maintenance
Gansner	5	5	5	5	5	25	Maintenance
Totals	15	15	15	120	15	180	

ACTION PLAN PROJECTS LIST
($1,000)

Special Transportation	1986/87	1987/88	1988/89	1989/90	1990/91	Totals	Description of Work
Vehicle Acquisition	50	50				100	Lift equipped 12-14 passenger bus
Operating Expense	30	30	30	30	30	150	
Totals	80	80	30	30	30	250	

ACTION PLAN PROJECTS LIST
($1,000)

Nonmotorized	1986/87	1987/88	1988/89	1989/90	1990/91	Totals	Description of Work
Bicycle & Pedestrian	10	10	10	10	10	50	Facilities
	10	10	10	10	10	50	

VI. FINANCIAL ELEMENT

Introduction

By definition, budgeting involves both the estimating of revenue and the setting forth of a proposed plan of expenditures. Transportation financing is done under constitutional authority and legislative direction.

In California, State revenue available for transportation purposes is derived from:

1. Federal subventions.
2. California State motor vehicle fees and taxes
3. Other

The bulk of the revenue comes from the first two sources.

The financial section includes a five-year schedule of anticipated revenues and expenditures required to fund projects described in the Action Element.

In Plumas County, as elsewhere, transportation issues are affected by the economic health of the area as a whole. Revenue projections are often dependent to a large degree on conditions beyond the scope of county government.

The major transportation issue facing the county is how to maintain and rehabilitate its many miles of roadway on current revenue. The RTP stresses prudent use of the scarce resources which continue to be available. At the same time, city and county officials are acutely aware that they must make intelligent choices when setting priorities.

Local officials realize the overall transportation system represents enormous capital outlay. Common sense requires this original investment be maintained and protected. Therefore, maximum use of existing systems has priority over expenditures for expansion.

Low-capital measures which can be implemented to increase the operational efficiency of the existing transportation system include traffic operation improvements, effective parking arrangements, transit and social service coordination and bike and pedestrian programs.

Funding Sources - Federal Funds

Streets and Roads

The Federal-Aid Highway Act of 1973 provides money from the Federal Highway Trust Fund, covering many highway programs for which California is eligible. These Highway Trust Funds are administered by the Federal Highway Administration (FHWA) and

IMPACTS OF SHORT-RANGE PROPOSALS

Increased Capacity of Major Roads

The plan emphasizes maintenance and rehabilitation wherever it is identified as being most necessary. The impacts of individual projects are addressed at the project level. An analysis of the impacts of continued maintenance shows it will:

Protect the region's immense capital investment.

Encourage continuing dispersed development.

Promote continued reliance on the private automobile.

Continue dominant energy and pollution patterns.

Retain capability of goods movement.

Increase recreational travel.

Local Elderly and Handicapped Transit Services

The plan indicates continuing participation in social service and special transportation programs by local government over the next five years with increased emphasis on coordination of specialized transit for the elderly and handicapped (See SB 157 study, Appendix B). This should result in improved elderly and handicapped transit services.

encouraging the maintenance, development, improvement and use of passenger transportation services. Due to proposed cuts in Federal programs, no estimate of funds is available.

UMTA also has a capital grant program for private, nonprofit agencies providing transportation services to elderly and handicapped persons. UMTA 16(b)(2) grants are available on a competitive basis within the State of California.

Airports

The Airport Improvement Program (AIP) grant funds are distributed at the discretion of the U.S. Secretary of Transportation.

Nonmotorized

Title 23 - U.S. Code, Section 217, authorizes the use of California Federal-Aid funds for the construction of bicycles and pedestrian facilities in conjunction with Federal-Aid highways. These facilities can be constructed as either incidental features of highway construction projects primarily for motor vehicular traffic or as independent bikeway or walkway construction projects. These funds are not currently being used in the State of California.

FUNDING SOURCES - STATE FUNDS

Streets and Roads

SB 215 (1981) increased the State tax on gasoline to 9 cents per gallon and extended the tax for the first time to diesel fuel. This tax is the principal source of revenue for streets, roads and highways construction and maintenance and is called the Highway User Tax Account. SB 215 also significantly increased the fees for motor-vehicle registration, weight fees, driver's licenses, etc. These revenues provide funds for streets and highways after the expenses of State agencies are met (i.e., Department of Motor Vehicles, Highway Patrol, Air Resources Board, etc.).

Transit

State Transit Assistance is provided with the intent that prior consideration be given to claims to offset reductions in Federal operating assistance and unanticipated increases in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide or areawide public transportation needs. These funds were eliminated from the Governor's budget for FY 86/87.

State Transit Assistance funds were originally provided by SB620. When the bill expired in 1986, SB300 was enacted to provide continuing funds for specified purposes.

are generally apportioned in accordance with a specific allocation formula for each project.

All Federal highway subventions made available to California must be used for capital improvement and are administered through the State Highway Account, including the part of these subventions directed into the improvement of county roads and city streets on a Federal Highway System.

Estimated revenues for street and road purposes for 1986/87 through 1990/91 are listed in this section. Revenues from Federal highway-user taxes go into the Trust Fund. Sources are the Federal fuel tax of 9 cents per gallon and excise taxes on rubber, commercial vehicles, lubricants and other transportation-related items.

Another source of Federal funds is derived from Federal property located within the county. Twenty-five percent of all revenue generated by National Forest Land use for product sales is returned to the county. These funds can only be used for road and school purposes. Current studies by the U.S. Forest Service are expected to lead to changes in this source of funding.

A small amount of Federal general tax funds is appropriated for roads in Federally administered areas such as Indian reservations and national parks.

Transit

The Urban Mass Transportation Act (UMTA) of 1964, as amended, provides grants for public transit out of Federal general funds. These funds are granted at the discretion of the U.S. Secretary of Transportation, and no state or region has a guarantee it will receive any specific amount.

UMTA Capital Grants normally require local participation of 20 percent of the total for capital costs. In addition, UMTA usually requires assurance that there are sufficient local funds to provide for continuing operating expense. Eligible projects include purchase of rolling stock, transit guideways, terminals and shelters, and administrative and maintenance facilities.

FAU may be used for mass transit projects including the purchase of equipment.

Section 313 of the Surface Transportation Assistance Act of 1978 amended the Urban Mass Transportation Act of 1964 by adding Section 18, entitled "Formula Grant Program for Areas Other Than Urbanized Areas". The Section 18 program offers Federal assistance for public transportation to rural and small urban areas by way of an apportionment to each State Governor. The goals of this program are to enhance access of people in nonurbanized areas for purposes such as health care, shopping, education, recreation, public services and employment by

account, which is in the State Transportation Fund, is administered by Caltrans with funds allocated to cities and counties.

It is intended that these funds be used to assist local agencies in developing a system of bikeways which will provide an alternate means of transportation for commuters. Local agencies must fund at least ten (10) percent of the cost of projects funded by the BLA Program. Allocation of funds shall be in accordance with the order of priorities set forth in Section 2386 of the Streets and Highways Code.

There are currently no plans to fund bicycle lane projects in the county from these accounts.

Ridesharing

SB 320 created the Ridesharing and Alternative Transportation Fund which was intended to appropriate funds not exceeding 6,000,000 per year from 1982/83 to 1987/88. At least 85 percent of this money must be allocated to Regional Transportation Planning Agencies on the basis of total population and of urbanized area population. No funds were allocated to support SB 320 during FY 1986/87.

Funding Sources - Local Funds

Gas Tax - State Highway Account

The passage of SB215 in 1981 increased the State gasoline tax to nine cents per gallon and the counties receive their portion according to certain predetermined criteria.

SB300 provides additional street and road revenues to cities and counties and it is also based on the meeting of predetermined criteria.

Sales Tax - TDA or SB 325 Funds

The Transportation Development Act (TDA) of 1971, referred to as SB 325, established the Local Transportation Fund (LTF). In general, the State sales tax was extended to include a tax on the sale of gasoline, and 1/4 cent of the 6 cents retail sales tax collected statewide is allocated to the cities and unincorporated areas of the counties on the basis of population. Although the LTF revenues are collected by the State, they are considered county revenues and can be used as local matching funds for either State or Federal funds. The LTF funds are specifically earmarked for funding transit projects; however, they may be used for street and road construction if a determination is made by the RTPA that there are no unmet transit needs which can be reasonably met.

LTF revenue projections are listed below. The following are eligible LTF expenditures:

AB2551 authorized counties and cities to also use STA funds for street and road purposes after going through the unmet needs process required by TDA regulations.

A summary of STA funds provided to Plumas County in past years follows:

1979/80	12,638
1980/81	22,259
1981/82	23,887
1982/83	35,850
1983/84	45,076
1984/85	39,740
1985/86	32,499
1986/87	0

Airports

The Aeronautics program in California is funded by a nine cents per gallon State tax on general aviation fuel and two cents per gallon on general aviation jet fuel. The fuel tax typically generates about five million dollars annually in net aeronautics revenue funds. These funds support the operation of the Department of Aeronautics and provide grants to local agencies for capital improvements of general aviation airports.

The new California Aid to Airports program rate is set annually by March 1 for the following fiscal year. A total of $1,570,700 was spent on airport projects in the Aviation Element of the STIP during FY 1985/86.

Four types of State financial aid to airports are available:

Annual Grants - up to $5,000

Acquisition and Development Grants - 50 to 90 percent of eligible project costs as set annually by the Aeronautics Board.

Loans - 100 percent of projects for self-amortizing improvements.

Nonmotorized

Section 157.4 of the Streets and Highway Code provides that each annual Caltrans' budget contain not less than $360,000 for the construction of nonmotorized facilities to be used in conjunction with the State highway system.

Bicycle Lane Account

Section 2106 of the Streets and Highways Code requires that a sum of $30,000 per month of the locals' share of State gas tax revenues be deposited in the Bicycle Lane Account (BLA). This

STATE, COUNTY, CITY
5-YEAR ESTIMATE OF ANTICIPATED EXPENDITURES
($1,000's)

	86/87	87/88	88/89	89/90	90/91	Total
Highway - State						
Capital	1,206		1,054	905		3,165
Maintenance	2,197	2,351	2,516	2,692	2,881	12,637
State Totals	3,403	2,351	3,570	3,597	2,881	15,802
Highway - County & City						
Capital	2,400	1,250	150			3,800
Minor Construction	250	250	250	250	250	1,250
Maintenance, Operation						
County	2,000	2,000	2,000	2,000	2,000	10,000
City	120	50	50	50	50	320
Airports						
Capital				105		105
Maintenance, Operation	15	15	15	15	15	75
Special Transit	80	80	30	30	30	250
Nonmotorized						
Capital	10	10	10	10	10	
County Totals	4,875	3,655	2,505	2,460	2,355	15,850
STATE	3,403	2,351	3,570	3,597	2,881	15,802
COUNTY	4,875	3,655	2,505	2,460	2,355	15,850
TOTAL ESTIMATED EXPENDITURES	8,278	6,006	6,075	6,057	5,236	31,652

1. TDA administration.
2. Pedestrian and bicycle facilities.
3. Community transit services.
4. Support of public transportation systems.
5. Special transportation services for the elderly and handicapped or any other special group.
6. Streets and roads after the unmet needs are resolved.

Assuming a five percent inflation rate, the projected Local Transportation Funds for the next five years are:

PLUMAS COUNTY
ESTIMATED FIVE-YEAR
LOCAL TRANSPORTATION FUND REVENUES (SB 325)

1986/87	$296,653
1987/88	311,486
1988/89	327,060
1989/90	343,413
1990/91	360,584

Vehicle License Fees

Another revenue source for local government is the vehicle license fee. This fee is imposed by the State in lieu of other taxes on the value of vehicles. These funds are sometimes designated for transportation purposes by local government. Revenues generated from vehicle license fees are designated by Plumas County for the General Fund.

Estimated license fee reimbursement for FY 1986/87* pertaining to Plumas County:

Plumas County	$443,799
City of Portola	$ 62,477

*State Controller's Office - Aug 1986.

General Fund

Another source of revenue for transportation is the General Revenue Fund. Property tax is the major source, however some revenues may be generated from special districts and sales tax. The County Board of Supervisors decides what these funds will be used for.

VII. IMPACT ELEMENTS

Summary of Environmental, Economic and Social Impacts

Background

Prior to the adoption of the 1975 Regional Transportation Plan, the County Transportation Commission, with the assistance of Caltrans, performed an analysis of the possible impacts of implementing the various transportation systems alternatives. This analysis was documented in the Draft Environmental Impact Report which was circulated for public review and comment. Resultant comments by the public were evaluated and included in the Final Environmental Impact Report (March 1975).

The Environmental Impact Report (EIR) represents a comprehensive description of the basic environmental, socioeconomic and political setting of the region. The EIR presents the likely impacts of the transportation plan proposals and alternative systems proposals. The EIR recognizes that as the plan becomes better defined, some of the impacts can become better defined.

It is important to understand that the EIR is intended to address the impacts of alternative transportation systems, not the impacts of individual transportation projects. The impacts of individual projects are addressed in the preparation of project-level environmental documents.

The following discussion summarizes the likely impacts of the five systems alternative concepts considered in the development of the plan. The last section discusses the likely impacts of implementing the major proposals in the 1986 Regional Transportation Plan.

The existing Plumas County Transportation System is designed to serve a 1986 Plumas County population of 19,350. It is expected by the year 2006, Plumas County population will increase to 25,189. This population growth will be reflected in greater urbanization of Quincy and Portola, and continued development of the recreational communities in the county.

With today's system, there are obvious deficiencies and needs; e.g., low-capacity State highways and deferred maintenance on county roads and city streets, lack of public transportation for the young and low income. Over the next few years, these deficiencies will need to be corrected and new and expanded services implemented to meet the needs of growing and diversifying population.

ALTERNATIVES

DO NOTHING ALTERNATIVE

5-YEAR ESTIMATE OF ANTICIPATED REVENUES
($1,000's)

Revenue	06/07	07/08	08/09	09/10	10/11	Total
City & County Roads						
State Gas Tax	900	900	900	900	900	4,500
Timber Reserves	1,400	1,200	1,000	1,000	1,000	5,600
Transportation - Development Act	297	311	327	343	360	1,638
FAS & State Matching	300	300	300	300	300	1,500
Vehicle Code Fines	50	50	50	50	50	250
Interest & Miscellaneous	300	300	300	300	300	1,500
Subtotals	3,247	3,061	2,877	2,893	2,910	14,988
State Transit Assistance						
*SB300	0	32	32	32	32	128
Subtotals	0	32	32	32	32	128
County Airports						
State Aeronautics Fund	15	15	15	120	15	180
Other	100	100	100	100	100	500
Subtotals	115	115	115	220	115	680
Totals	3,362	3,208	3,024	3,145	3,057	15,796

*If funds are available

Impacts to the Physical Environment

Improvements to existing roadways (e.g., widening, curve realignments) would impact the physical environment. It is unlikely, when viewed from a regional perspective, that these disturbances would have a major impact. These impacts are normally addressed as part of the project-level environmental assessment.

Impacts on Land Use and Growth Inducement

It is unlikely a status quo program would keep pace with the demand for new facilities and services implied by the projected population increases. Thus, this alternative could be expected to somewhat inhibit overall growth.

Social Impacts

The alternative will make progress toward providing for the needs of the "transportation-disadvantaged". It is unlikely adequate resources would be available to provide much of a public transportation option to "choice riders" - those who might choose public transportation in lieu of their private automobile if service could meet their needs.

Energy and Air Quality Impacts

This alternative implies a continuing reliance on the private automobile for most transportation within the county. Thus, pollutant emissions and energy consumption would be higher than alternatives emphasizing public transportation, ridesharing or nonmotorized modes.

Safety Impacts

The county transportation policies place a priority on projects to take corrective action in high-accident potential locations. Thus, it is expected the limited resources available with the status quo would be first used for safety projects.

Traffic and Congestion Impacts

Even though some resources would be available for street and highway improvements and transit services, it is likely increasing demand will exceed increasing capacity and automobile traffic will generally become more congested.

Costs and Funding Impacts

This alternative is intended to maintain existing programs with existing levels of financing. It is likely inflation would outstrip increases in revenues so new revenue sources or an inflation-indexed revenue source would be required.

Impacts to the Physical Environment

Since there would be no significant changes to the existing transportation system, there would be no significant impacts on the physical environment.

Impacts on Land Use and Growth Inducement

This alternative would tend to inhibit anticipated population growth. Industries and land developers who have the option of locating in the county may be diverted to other areas with better transportation facilities.

Social Impacts

The problems encountered by the "Transportation-disadvantaged" (the elderly, young, low-income, and physically handicapped) would increase without special transportation services to meet their needs. Traffic congestion would cost all travelers time and be a social cost.

Energy and Air Quality Impacts

This alternative implies a continuing dependence on the private automobile for public transportation. On a trip basis, the automobile generates more pollutant emissions and consumes more energy than public transportation. The total energy consumption would probably be lower than the other alternatives because of fewer total trips resulting from inhibited growth.

Safety Impacts

The alternative implies that the existing safety deficiencies would not be corrected. This alternative could result in greater frequency and severity of accidents.

Traffic and Congestion Impacts

It is likely between now and the year 2006, trafic demand on some arterials and connectors may increase beyond the capacity of the existing facilities. Any increase in demand could result in congestion on some of the region's arterials.

Costs and Funding Impacts

The alternative assumes continuing maintenance and operation of the existing system only. It is possible that by the year 2006, these maintenance-only costs may exceed the revenues generated by the existing fuel taxes.

STATUS QUO ALTERNATIVE

The "Status Quo Alternative" is a continuation of existing programs - a portion of existing roadway revenues being used for capital improvements.

street and highway purposes. Part of this could be a higher allocation of State highway funds to the County. There would be a need for additional local funding for local street and road purposes.

EMPHASIZE PUBLIC TRANSPORTATION ALTERNATIVE

The "Emphasize Public Transportation Alternative" implies all available discretionary transportation resources would be committed to expanding public transportation services. New funding would also be sought for public transportation purposes.

This alternative implies existing and future capacity deficiencies would be alleviated through new or expanded public transportation services, not new roadway facilities.

Impacts to the Physical Environment

There would be reduction in the adverse impacts from road construction and parking facilities. There would be some impact from development of transit support facilities; e.g., park-and-ride lots and maintenance facilities. As is the case with roadway projects, these impacts are addressed at the project-level environmental assessment.

Impacts to Land Use and Growth Inducement

Public transportation best serves high-density centers and corridors. With the emphasis toward public transportation to serve new developments, development will tend to follow the classic urban designs of high-density activity centers and open space. Spatial separation will be minimized, as will travel time. There will be significantly less need for parking facilities than with other alternatives.

Social Impacts

The transportation needs of the "transportation disadvantaged" will be well met. A good transit option would be available to "choice riders". The emphasis toward public transportation would increase employment in the transportation industry.

Energy and Air Quality Impacts

The availability of excellent public transportation would encourage transit ridership and a relative reduction in automobile travel. Since public transportation is generally more energy-efficient than the automobile, this alternative results in a reduction in energy consumption. The trade-off and transit vehicle pollutant emission would probably indicate little change in total pollutant emissions.

EMPHASIZE ROAD IMPROVEMENTS ALTERNATIVE

The "Emphasize Road Improvements Alternative" implies all available discretionary transportation resources would be committed to maintaining and improving street and highway facilities, and new funding would be sought for street and highway purposes.

Impacts to the Physical Environment

This alternative implies major improvements to street and highway facilities. Such improvements usually mean considerable disturbances to the local terrain. Standard practices are to introduce all reasonable mitigation measures to minimize adverse impacts. These impacts are fully analyzed during the project-level environmental assessment.

Impacts of Land Use and Growth Inducement

The alternative would tend to encourage more dispersed land development. Road improvements would increase travel speeds and make distance less a consideration in location selection.

Social Impacts

This alternative assumes all discretionary money would be used for road purposes. Thus, only the minimum public transportation service designed to meet the basic needs of "transportation disadvantaged" would be provided. There would be no transit option available to "choice riders".

Energy and Air Quality Impacts

Of all the alternatives considered, this would have the most adverse impact on energy consumption. A good street and highway system encourages scattered development. Given no options, a dispersed population must rely on private vehicles for mobility which translates to increased air pollution and energy consumption. Some of the adverse impact will be mitigated as increased use of more fuel-efficient vehicles levels energy demand.

Traffic and Congestion Impacts

This alternative assumes adequate road facilities would be constructed to satisfy the demand. Thus, traffic volumes would increase significantly, but congestion levels would be relatively low.

Costs and Funding Impacts

"Emphasize Road Improvements" assumes new funding for

Social Impacts

The alternative would be expected to provide services to meet the basic needs of the "transportation disadvantaged", and lead to implementation of good transit services to provide real options to the "choice rider". It is likely overall congestion would be mitigated through roadway projects, resulting in a time savings to all travelers.

Energy and Air Quality Impacts

This alternative would probably imply a middle ground relative to energy consumption. There would be a mix of both automobile and public transportation facilities which would lead to a mix of automobile and transit travel. Pollutant emissions may be marginally lower than the other alternatives, with benefits accruing from both reduced congestion and diversion of trips from the automobile and public transit.

Safety Impacts

Multimodal Transportation Alternatives would result in accident reductions from improvements to high-accident potential locations, reduced congestion and diversion to transit.

Traffic and Congestion Impacts

It is assumed projects to relieve traffic congestion would have high enough priority to warrant funding. Thus, while there would be increases in traffic, it is likely there would not be severe congestion.

Costs and Funding Impacts

This alternative would require increased funding for both public transportation and roadway purposes. By definition, only projects would be implemented where costs are offset by benefits. As is the case with all public projects, there are some inequities in benefits accruing to users of the facilities or services with costs being borne by the entire community.

Safety Impacts

Statistics show travel by public transportation is less accident-prone than travel by automobile. A diversion of travel to public transportation would yield a net reduction in accidents. The potential for crime is often viewed as a drawback of public Transportation. While this may be true in very large urban and rural areas, experience in smaller urban and rural areas of California does not indicate significant security problems.

Traffic and Congestion Impacts

Even though more people would choose public transportation if they felt it met their needs, there would still be a significant increase in demand for automobile travel. This increase in demand would lead to high volumes of traffic and congestion which would be more severe in population-centered areas.

Costs and Funding Impacts

Public transportation requires significant ublic subsidies, both for capital equipment and for operation. Public subsidies are normally more than offset by financial savings to users of the services but costs are borne by the community as a whole.

EMPHASIZE MULTIMODAL TRANSPORTATION ALTERNATIVE

The "Emphasize Multimodal Transportation Alternative implies additional funding would be sought to speed the development of adequate transportation services. Projects would be compared based upon their costs and benefits, with priority given to the more favorable projects regardless of mode.

Implementation of this alternative would appear to first make safety improvements on streets and highways and to develop public transportation to meet the basic needs of the "transportation disadvantaged"; and second, to select projects to accommodate increases in transportation demand.

Impacts to the Phy cal Environment

The road improvements would lead to impacts on the physical environment. This impact would be addressed as part of the project-level environmental assessment.

Impacts to Land Use and Growth Inducement

This alternative could be designed to be consistent and supportive of planned development. By proper allocation of resources, accessibility to preferred potential developments could be enhanced compared to less preferred locations.

VIII. FUTURE REGIONAL TRANSPORTATION ITEMS

Highway 32

By County Resolution No. 86-4029, The Plumas County Board of Supervisors has requested the California Transportation Commission include SR32 as a high priority in future State Transportation Improvement Programs.

Candidates for Caltrans HE1 New Construction Program

02-PLU-70 PM 23.9/24.4
From 0.2 Mi to 0.7 Mi E of Rush Creek Bridge No 9-26
EB and WB Passing Lanes

02-PLU-70 PM 33.0/36.8
From Rte 89 to 3.8 Mi N of Rte 89 Near Keddie
Widen to 32' With NB and SB Truck Climbing Lanes

Caltrans Advance Planning

New Safety Index computation methods applied over a five-year period have made curve improvement on SR70 in Plumas County between PM 15.2 and 15.5 a possible project. From 1981 to 1986, four fatalities have occurred in this segment. A revised PSR is in process to consider additional alternates to define a "best concept".

Plumas County Planning Department's NOP for the Quincy Golf Course Project; SCH #86071411 (In Vicinity of Quincy; Gansner Field Airport)

Caltrans Division of Aeronautics reviewed the above document with respect to those areas germane to its statutory responsibilities, and made the following suggestions:

> Because of the close proximity of the project site to the airport, the DEIR should address the project's potential impact on airport operations as well as airport-related noise and safety impacts on the project. Considerations given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflict between airports and their surroundings.

(Plumas County Board of Supervisors Meeting 8/19/86)

Hwy 70 - Passing Lanes

The PCTC will continue to urge Caltrans to include projects to provide passing lanes on Hwy 70 in the "Canyon".

APPENDIX A

PLUMAS COUNTY LOCAL TRANSPORTATION COMMISSION

Plumas County's Local Transportation Commission is comprised of the following members:

Robin Jesky, Chair	County Representative
Walt Martes	Executive Director
Leonard Ross	County Supervisor
Jim Gossett	County Supervisor
Sandy Waterhouse	Mayor, City of Portola
Earl Morrison	City Manager, City of Portola
Melvin R. Moore	City Council

disability. Portions of this number are not transportation users; require special equipment or vehicles for transportation, or can drive or travel without special means. A specific breakdown is not available, however, it is felt that the number of handicapped persons who can potentially use public transportation is quite small (less than 2%).

An Area Agency on Aging Needs Assessment for their 1987/88 Area Plan utilized three tools:

A mailed survey sent to seniors randomly selected off mailing lists (126 mailed to Plumas County residents, 22 responses),
County Community Forums conducted at Commission on Aging meetings (20 attendees in Plumas County),
Survey of service providers.

The Senior Needs Survey revealed the problem of greatest concern (with a list of twelve possible multiple choices) is increased income, second is the need for recreation/social activities, followed by the need for transportation. The problem of highest importance (no list) is increased income; followed by transportation, legal service and affordable housing (all ranked the same). A survey of service providers was not provided.

(See study, included as part of Appendix B, for further details.)

Evaluation Of The Adequacy Of Existing Services

Plumas County Senior Transportation (County Service Area #12) is a specialized transportation service providing services for Older Americans. Four 12-passenger and one 19-passenger vans serve four senior nutrition sites: Quincy Area, with the largest single group of Older Americans (900); Portola Rural Area, the second most numerous area, and the Chester and Greenville Areas, each area serving about 400 Older Americans.

The vans transport riders daily to the nutrition centers; transport seniors daily along the route to medical appointments, post office, stores, and senior activities, and transport Older Americans on monthly scheduled trips to Chico and Reno for specialized health care.

The vans operate four to six hours daily, five days weekly. Ridership varies from 5 to 19 passengers per van per day; and daily usage for the program is estimated to be 1530 passenger miles (0.3% of private automobile travel).

APPENDIX B

COORDINATED AND CONSOLIDATED SPECIALIZED TRANSPORTATION WITHIN PLUMAS COUNTY ACTION PLAN

SB 157 requires that efforts be made to better identify unmet needs of senior and handicapped persons in rural areas and address such needs in the 1986 RTP.

Population estimates for Plumas County indicate that the number of elderly persons (age 62 and up) will continue to grow proportionately at the same rate as the county's population in general during the next twenty years. Currently at 16.4% of the population, seniors should actually be about 15.9% of the population as a whole by year 2005. The following shows Department of Finance estimates:

1986	1990	1995	2000	2005
3249	3532	3717	3742	3961

In a study completed in February 1985 by Larry Fites Engineering, and at the direction of the county, Plumas County Unmet Transit Needs were updated. Plumas County Transit Goal as stated (in part) in the Unmet Transit Need definitions is: "To develop a public transportation system which ensures that the mobility needs of transportation-handicapped residents are met in the most economically efficient manner."

The definition of Reasonable to Meet (in the Unmet Transit Needs) "is a public or specialized public transit service which will satisfy a transit need at a cost of less than $3.50 per person-trip, where the total cost of the service is not greater than available governmental transportation funding, and where fare box revenues together with donations are equal to or greater than 20% of the cost of the service to be provided. It is deemed unreasonable: to provide transit service on weekends, due to increased costs per passenger and limitation in needed destinations; or to provide a service that is duplicative of another public transit service."

Transportation Needs Of Older Persons and Persons With Disabilities In Plumas County:

The 1980 census indicates a 25% increase (4100) in persons of age 5[illegible] since the 1976 study. This group represents approxim[illegible]ely 22 percent of the total permanent Plumas County population; and many in this group no longer drive nor have ready access to a private motor vehicle.

The State Department of Rehabilitation has identified approximately 1000 Plumas County residents with a

2) Under the auspices of County Service Area No. 12, a mini-bus public transportation line could be combined with, and supplement the Senior Transportation Program.

3) Public transportation services utilizing publicly-acquired equipment and County-directed routes and schedules have been successfully contracted to private operators in some small urban areas; and this mode should be considered in Plumas County.

4) Combined State and County Social Service agencies' visits to outlying communities should be considered as an alternative to recipient's travel to Quincy. For example, common visits to the outlying Senior Nutrition Sites.

ANALYSIS

Plumas County by means of their senior nutrition transportation programs, and their Dial-A-Ride system appear to meet the transportation needs of the county's elderly citizens.

Transportation of the physically handicapped could be met through a lift-equipped public transit vehicle which could also serve the general public, thereby achieving the objective.

The Surface Transportation Act (Section 18) provides federal discretionary grants to promote public transportation accessibility in nonurbanized area. If Section 18 operating expense funds are not cut in the Federal budget, the county would be eligible for a total $75,000 in the current five-year cycle, should they choose to avail themselves of this funding. One vehicle however, could not efficiently serve all of Plumas County and it is highly probable that the operation would not be cost effective.

Perhaps a private provider such as Mt. Lassen Motor Transit would be interested in contracting for intra-county transportation of disabled persons, as well as general public, on a regularly scheduled basis once or twice weekly. Such service, however would not fulfill the need of the severely handicapped as they are too dispersed to justify a reasonable public transit service.

While SB 157 calls for surveys to be taken to identify such needs, a lack of funding for staff personnel and materials allows only minimal efforts to be made. It is very difficult to target all seniors and handicapped persons to conduct a meaningful survey, and without funds, it is virtually impossible to do so. Until some system is devised to adequately assess the extent of the problem no solutions can be implemented. The first priority then, logically, would appear that the Departments of Aging, Vocational Rehabilitation and Development

Funding is obtained from Federal Older Americans Act, California Department of Aging, and donations from senior citizens and TDA. (No statistics are available which would show whether the expenditures of these funds is consistent with the county's adopted definition of "reasonable to meet", i.e., a cost of less than $3.50 per person-trip and fare box revenues together with donations are equal to or greater than 20%.)

The Feather River College Enabler Program, a Specialized Transportation Service, uses a specially-equipped van to transport Quincy area handicapped students to and from Feather River College. A total of 150 students are now involved in the program.

One of the goals in the Goals and Policies element of the 1986 RTP under Transportation Systems Management states:

Goal

To provide adequate transit facilities for mobility impaired travelers.

Objective

Ensure transportation facilities are designed to meet needs of elderly and handicapped travelers as well as the general public.

Policies

Purchase lift-equipped public transit vehicles.

Identification and Prioritization Of Additional Actions Necessary

Plumas County "Unmet Transit Needs" definition, in part, states: "Transit needs do not include: personal transit trips shorter than two miles (1/2 mile walk), except for Older Americans and the handicapped; transportation for individuals who require the assistance of an attendant (other than the driver);" . . . and later in the study states: "Those handicapped persons who could use public transportation to satisfy a transit need are too dispersed to justify a reasonable public transit service"; "Older Americans' transit needs are largely located in the urbanized areas of the County, and the Senior Transportation System, and individual autos, are meeting most of this need".

Plumas County Unmet Transit Needs study indicated:

1) It may be practical to include handicapped persons' transit needs in an intra-urban program.

TO: Advisory Council

FROM: Paul Martinsen, Director

DATE: December 11, 1985

SUBJECT: Needs Assessment for 1986-1987 Area Plan

The Area Agency on Aging utilized three assessment tools to conduct its needs assessment for the 1986-1987 planning period. The three tools utilized were: a mailed survey sent to seniors randomly selected off mailing lists; five county community forums conducted at Commission on Aging meetings and survey of Service Providers.

The results of the assessment mailed to seniors includes their response in rank order of priority. A total of 491 surveys were mailed out to 43 communities in the five county area. A total of 107 responses were received, representing a 21.8% return rate.

The questionnaire was divided into two parts. Section one consists of demographic data and section two indicates need.

SURVEY RESULTS:

1. Sex

	#Responses
Male	38
Female	69

2. Age

	#Responses
60-64	13
65-74	42
75-84	37
85+	14

3. Marital Status

	#Responses
Married	36
Divorced	15
Widowed	54
Never Married	3

4. County Residence

	#Responses
Butte	44
Colusa	8
Glenn	6
Plumas	22
Tehama	27

Disabilities should conduct surveys to ascertain unmet needs. These agencies are in a position to identify their own clients who may be suffering from a lack of transportation. However, any such study should take particular care that it is structured to ensure that surveys are distributed randomly in a defined region rather than only to persons already in transportation programs.

Once the true extent of the problem is realistically determined, a more accurate action plan can be developed to overcome the problem. Because a realistic assessment will probably show that the greatest unmet needs in a rural environment are the most costly to overcome, responsible government officials may continue to find that some unmet needs cannot reasonably be met. They may also find that even if unlimited funds should become available, rural areas lack transportation providers.

The lack of transportation providers may, in fact, be the major problem in meeting current and future elderly and handicapped transportation needs because even those seniors and handicapped persons who have the financial means to pay for transportation may not find it available.

NEED FOR:	RANK
Adequate Program Funding (3)	3
Counseling (3)	3
Outreach/Information (3)	3
Nutrition (2)	4
Day Care (2)	4
Chore Service (2)	4
Advocacy (2)	4
Friendly Visitor Program (2)	4
Support Groups (2)	4
Increase in Public Guardian Service (2)	4
Financial Support Senior Centers (2)	4
Legal Services (1)	5
Crime Prevention (1)	5
Intermediate Care/Locked Facility (1)	5
24 Hour Care (1)	5
Retirement Planning (1)	5

The survey of service providers included input from 25 agencies in Butte county and 12 agencies in Tehama county. The results of the service provider survey indicated the following needs:

1. Financial management
2. Nutrition programs that include special diets and home delivered meals 7 days a week.
3. More in-home services.
4. More legal services.
5. Respite care.
6. Day care.
7. Employment and training.
8. Transportation services.
9. Support groups.
10. Mental health counseling programs.
11. Coordination of information/services.
12. Advocacy
13. Nursing facilities for dementia related disorders.
14. Affordable housing.
15. Home visits by physicians.
16. Education programs.
17. Volunteer programs.

This report provides the overall results of the three n assessment tools utilized during this planning process. Advisory Council planning committee will utilize this inform in prioritizing and summarizing the needs for input within area plan.

5. Who do you live with? # Responses

Spouse	34
Children	5
Grandchildren	1
Other Relatives	3
Friends	2
Live Alone	53

6. Which of the following problems are of greatest concern to you?

Need For:	#Responses	Rank
Hot meals/nutrition	45	1
Transportation	44	2
Legal Services	41	3
Increased Income	41	3
Homemaker/Home Health	41	3
Recreation/SocialActivity	37	4
Affordable Housing	25	5
Counseling	11	6
Education	10	7
Employment	7	8

7. Which problem is of highest importance in your own life?

Need For:	#Responses	Rank
Increased Income	14	1
Homemaker/Home Health	12	2
Transportation	10	3
Hot Meals/Nutrition	9	4
Affordable Housing	6	5
Recreation	5	6
Legal Services	2	7
Counseling	1	8

The information gained from the mailed survey indicates that respondents needs/problems are concentrated in; (1)nutrition, (2) transportation, (3) homemaker/home health services, and (4) increased income.

The community forums conducted in all five counties that included a total attendance of 96 resulted in the following needs:

NEED FOR:	RANK
Transportation (5)	1
Homemaker/Home Health Services (5)	1
Financial Management (4)	2
Low Cost Health Care (4)	2
Affordable Housing (4)	2
Education (3)	3
Respite Care (3)	3

PLUMAS COUNTY

COMMUNITY FORUM

Attendance - 20

PROBLEM/NEED	M*	S**
Transportation	3	3
a) Intra-county	3	3
b) Out of county	1	1
c) Medical escort	5	3
In-Home Services	3	5
Housing (congregate)	1	5
Long Term Care Facilities	3	5
Day Care	1	5
Insurance Counseling	5	3
Home-delivered Meals	1	5
Outreach for Nutrition Program	3	3
Education (enrichment/consumer)	5	3
Volunteer Program	5	3
Legal Service	3	3
Case Management	1	5
Fiscal Management	3	3
Ombudsman	1	5

*Magnitude: How many people does this problem affect?
5--Almost Everyone
3--Quite a few
1--Not very many people

**Severity: For those people affected, how bad is the problem?
5--Very severe--difficult for them to function at all
3--Moderately severe--makes it hard for them to function very well.
1--Minimally severe--inconvenient for the people affected.

PLUMAS

MAILED OUT: 126
RESPONSES: 22

SENIOR NEEDS SURVEY

Some general questions about yourself:

1. Sex: Male 6 Female 16

2. What year were you born? (60-65) 3 (66-75) 10 (76-85) 6 (85+) 3

3. What is your marital status? Married 10 Divorced 3
   Separated 1 Widowed 9 Never Married ~~0~~

4. What town do you live in? _____

5. Who lives in the household with you? Spouse 9 Children 1
   Grandchildren ~~0~~ Other Relatives 2 Friends ~~0~~ No One 12

6. The following are some common problems that older people have. Please check those that are of greatest concern to you.

   7 Need for legal services
   8 Need for affordable housing
   9 Need for transportation
   12 Need for increased income
   7 Need for homemaker/home health services
   7 Need for hot meals/nutrition services
   2 Need for employment
   11 Need for recreation/social activities
   2 Need for counseling
   2 Need for educational opportunities
   2 Other (Please list) LOWER RENT (1) HEALTH CARE (1)

7. Which problem is of highest importance in your own life?
   INCREASED INCOME (6) TRANSPORTATION (4) LEGAL SERVICE
   AFFORDABLE HOUSING (4)

The information you have provided will be very useful in planning services for seniors in this area. Thank you for your time and cooperation. Before we finish, here is a toll-free number for you and your friends to call to obtain information about services and programs available to seniors in your area: 1-800 822-0109. In the Chico area, please call 895-5923.

PLUMAS COUNTY TRANSPORTATION COMMISSION

RESOLUTION NO. 86-1

RE: Transportation Needs in Plumas County

WHEREAS, the Transportation Development Act of 1971 provides for the expenditure of Local Transportation Funds for public transportation systems, and under certain conditions, for the development of county roads and city streets, and

WHEREAS, the California Administrative Code requires a finding regarding public transit needs as a condition of funding roads and streets with local Transportation Funds and State Transit Assistance Funds, and

WHEREAS, the County of Plumas has undertaken and completed a county-wide study regarding public transportation needs and a subsequent review and update of said study, which study considered the size and location of groups likely to be dependent upon transit, the adequacy of existing transportation services, and potential alternative transportation services, and

WHEREAS, said transportation study showed the elderly of the county to be the only social group urgently in need of transportation, and since the completion of said study, the County has implemented a Senior Citizen Transportation Program, and funding for that program is available from the Local Transportation Fund, and

WHEREAS, the results of said study suggest that although public transportation needs do exist, the actual use of a public transportation system would be insufficient to meet the criteria of "reasonable to meet,"

NOW, THEREFORE, this Plumas County Transportation Commission, having held a public hearing on the County's transportation needs, finds as follows:

There are no unmet transit needs within this county which can reasonably be met.

AYES: Commissioners: Waterhouse, Spiva, Gossett, Jeskey

NOES: Commissioners: None

Chairman - Plumas County Transportation Commission

Date April 16, 1986

APPENDIX C

PLUMAS COUNTY
UNMET TRANSIT NEEDS
STUDY

FEBRUARY 1985

PLUMAS COUNTY
TRANSPORTATION COMMISSION

ROBIN JESKEY, CHAIRMAN
EARL MORRISON
JIM GOSSETT
LEONARD ROSS
FRED SPIVA
SANDI WATERHOUSE
WALT MARTES, EXECUTIVE DIRECTOR

PREPARED BY:
LARRY FITES ENGINEERING
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GRAEAGLE, CA 96103

PLUMAS COUNTY
UNMET TRANSIT NEEDS STUDY

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ACKNOWLEDGMENT

The writer thanks the many local officials and the transportation operators who shared their experience and perspective in the preparation of this study. An especial debt of gratitude exists for the Advisory Group who gave generously of their time and efforts in formulating and reviewing the information embodied in this report.

Jim Burton
Portola

Joyce Griffith
Blairsden

Nancy Lund
Greenville

John Masson
Chester

John McMorrow
Quincy

Maxine Musick
Quincy

and identified several alternatives to satisfy the transportation needs. The Study concluded that Plumas County residents rely heavily upon private vehicles for transporation; but a sizeable minority of the population (±7%) have a need for public transportation.[3] It was felt that a mini-bus program operated in one of four optional manners would most practically serve the need for public transportation; although any one of the options would require a substantial subsidy.

The Transporation Commission has considered that the several changes in population, transportation facilities and the costs of travel warrant a re-evaluation of Plumas County's Public Transportation needs; and they directed on October 2, 1984 that the embodied study and evaluation be undertaken, with the basic intent to up-date the 1975 Study to reflect current conditions.

NOTES

1. Public Utilities Code Sec. 99222 and 99233.

2. 1984 Regional Transportation Plan, Chapter 4.

3. 1976 Arthur Young Study, Page 22.

I. INTRODUCTION

Growing concern with energy utilization, expanding populations, and the overloading of our streets and highways has led in the past few decades to a strong emphasis on the development of public transit, pedestrian and bicycle facilities. Increasing levels of public funding have been allocated for such purposes; and the California Legislature has required that first priority in the allocation of certain transportation monies be for public transportation, where there is a need for same.[1]

The Plumas County Regional Transportation Plan, adopted by the Plumas County Transportation Commission, has identified several goals and objectives regarding public transit, which are abstracted below.[2]

OVERALL REGIONAL TRANSPORATION GOAL

"To provide an effective, balanced and coordinated transportation system, at reasonable cost, consistent with socioeconomic and environmental needs of county residents."

TRANSIT GOAL

"To develop a public transportataion system which ensures that the mobility needs of transportation-handicapped residents are met in the most economically efficient manner."

NON-MOTORIZED GOAL

"To encourage increased bicycle and pedestrian travel by development of a safe and convenient system of bicycle routes, trails, storage facilities and pedestrian walkways."

SYSTEMS MANAGEMENT GOAL 2

"Maintain environmental quality by decreasing air pollutants caused by transportation systems, and conserve energy used for transportation."

SYSTEMS MANAGEMENT GOAL 4

"To provide adequate transit facilities for mobility-impaired travelers."

Local Transportation Commissions (LTC) are required by Section 6658 of Title 21, California Administrative Code to allocate funds to satisfy unmet needs for public transit, pedestrian, and bicycle facilities before any expenditure for public road improvements. Arthur Young and Company completed "A Study of Plumas County Public Transportation Needs and Alternatives" in 1976 for the Plumas County Transportation Commission. The Study sampled a broad spectrum of the County's residents, in several population catergories, assessed the need for public transportation services,

Plumas County has historically been known as a high unemployment area. 1984 unemployment, on a geographical basis, generally shows the numbers of unemployed to be proportional to the total population.

STUDENTS

The 27 percent of Plumas County residents under the age of 18 represents students, in large measure, who must rely on others for their transportation needs.

Additionally, Feather River College has approximately 380 full time students who represent a specific student population with a common transportation need. It is estimated that 47 percent of this number reside outside the Quincy urban area.

Approximately 60 Plumas County residents commute to Susanville as full-time Lassen College students.

HANDICAPPED

The State Department of Rehabilitation has identified approximately 1000 Plumas County residents with a disability. Portions of this number: are not transportation users; require special equipment or vehicles for transportation; or can drive or travel without special means. A specific breakdown is not available; however, it is felt that the number of handicapped persons who can potentially use public transportation is quite small (less than 2%). (See Appendix for data.)

INTER-COMMUNITY WORK COMMUTERS

Several large employer groups have been identified in Plumas County - the County of Plumas, Plumas Unified School District, United States Forest Service, and the several sawmills. The total number of employees in this category is estimated at 3000 (1/6th of County population). Their work hours and work locations vary considerably. Selected investigation indicates that a large majority reside in the four urbanized areas of the County.

Another undefined group in Plumas County are those persons owning passenger automobiles or pick-up trucks, which constitutes the largest component of the travelling public. There are approximately 9200 passenger vehicles registered in Plumas County. This represents two vehicles for every three adult residents; although current statistics are not available regarding the ownership of vehicles; and it is known that some people own no motor vehicle. In addition many of the 5700 commercial vehicles are also used for personal transportation. Personal travel represents a majority of the 588,000 vehicle-miles of average daily travel in

II. IDENTIFIABLE GROUPS

Transit need studies have characteristically identified five special interest groups who are potentially dependent on public transportation to satisfy their travel needs and desires.

Older Americans (Senior Citizens)

Low Income/Unemployed

Students

Handicapped

Inter-Community Work/School Commuters

Several changes in the local economy, as well as the availability of 1980 Census data reflect recent variation in the number and distribution of the five special groups.

SENIOR CITIZENS

Figure I depicts Plumas County citizens' age distribution, as derived in the 1980 census. The 4100 persons of age 55 and older is a 25 percent increase from the figure reported in the 1975 study. This group represents approximately 22 percent of the total permanent Plumas County population; and many in this group no longer drive nor have ready access to a private motor vehicle.

Figure II breaks down the 1980 population figures among eight separate geographical areas - the four urbanized areas, and their respective, bordering rural areas. The largest single group of Older Americans is located in the Quincy Area (900). The second most numerous area is the Portola Rural Area, which includes Graeagle and Plumas Eureka Estates.

The least populous areas of Older Americans are four groups of almost-equal population - the Greenville Urban and Rural Areas, the Chester Urban Area, and the Quincy Rural Area. Each of these four areas has about 400 persons, or 10 percent of the total Older American population.

LOW INCOME/UNEMPLOYED

Figure III identifies income levels of Plumas County households in relation to federal poverty levels and lower income levels. About half of Plumas County households qualify as lower income. No data is available on what percentage of lower income and poverty level households own no means of private transportation.

III. UNMET NEED

Personal travel is normally categorized into one of several trip purposes. For example:

- Work
- Shopping (food, clothing, etc.)
- Health & Welfare (medical)
- Education
- Government Service
- Recreation & Pleasure

Among the several trip purposes, distinction could be made between necessary trips ("needs") and discretionary or optional trips ("wants"). Trips necessary to one's well-being, the needs, would probably be those trips associated with: work, food and clothing, medical, and governmental social services.

The Legislative intent of the Transportation Development Act, which provides for the funding of public transportation services, is to identify the "unmet need" for public transit, and to assure the implementation of those needs which are "reasonable to meet." The definition of these terms is left to the Transportation Commission of the respective local agencies.

The Plumas County Transportation Commission adopted the following definitions in 1981:

- "Unmet Transit Needs": A real need is considered to be when a public transportation system is or would be used by the people expressing the need. An unmet transportation need is that need defined above for which there has been no service provided.

- "Reasonable to Meet": Requires community acceptance and use of a proposed system to the extent that it be cost-effective.

The above definitions are general; however, they do establish several discrete tests of potential transit services:

a) existence of a transportation need;

b) transit services would be used (demand);

c) acceptability of "system" to the community;

d) cost-effectiveness of service.

Plumas County.[5] Personal vehicle ownership has continued to increase in the last nine years, in spite of the 120 percent increase in the cost of gasoline in that period.

4. Tanaka, EDD statistician, Sacramento

5. 1984 Regional Transportation Plan, Chapter 2.

conjunction with other improvements. For example, the addition of shoulders on a narrow highway will benefit both the driver of the motor vehicle and the bicyclist. Because of the emphasis on tourism, non-motorized facilities may be expanded by private operators of resorts. Such expansion can be expected to occur away from developed areas and will be somewhat limited as a general transportation resource."

Other factors which have been considered or further-defined by transportation planning agencies include:

1. Specific identification (in Regional Transportation Plan) of those public and specialized services that satisfy a public transportation goal.
2. Need for overall coordinated system of County transportation.
3. Limiting public transit needs to areas of population concentration only, and their interconnection.
4. Requirement for a portion of any transit service to be self-supporting (e.g.: fare box revenue equal or greater than 10% of costs).

The generalized definitions in effect in Plumas County today have been sufficient for decisions made to date. As the competition for transportation monies increases, and as the actual dollars become limited in comparison to other growth, it will be desirable to further refine the definitions of "unmet transit needs" and "reasonable to meet."

The Plumas County definitions might practically include requirements that: needs be limited to those defined in the Regional Transportation Plan; and any new public transportation service be capable of generating a minimum 20 percent of operating costs, including amortization of capital investment.

The Plumas County Regional Transportation Plan has addressed long-range systems as follows (pg. 3-1):

Public Transportation

"As the population increases, it may be practical to implement a public transportation system to meet the needs of the year 2005. Where justified, a small scheduled bus system could replace dial-a-ride type systems. As transportation costs increase, providers should seek to coordinate and, in certain cases, consolidate services. However, even with an increased population base, the rural nature of the county makes it an unlikely candidate for major public transportation systems."

Nonmotorized

"This category includes regionally significant bicycle facilities, hiking trails, equestrian trails, boating trails, etc. A methodology was not developed to try to predict these needs during the next 20 years. In rural areas, often needs may be met at low cost in

Each bus operates for four to six hours per day, five days per week. Ridership varies from 5 to 19 passengers per van per day; and the daily usage for the program is estimated to be 1530 passenger miles (0.3% of private automobile travel). Annual operating cost of the program, which includes several volunteers and hourly-paid drivers (no fringe benefits), is $64,000. Fare box revenue ("donations") makes up about 12 percent of this amount.

Feather River College Enabler Program - a Specialized Transportation Service - has a specially-equipped van which is used to transport Quincy-area, handicapped students to and from Feather River College. A total of 150 students are now involved through this program.

Car-pooling - a Private, Voluntary, Specialized Transporation Program - takes place on an ad hoc basis between the major communities of the County. Although established park-and-ride lots do not appear to be substantially used, and the CalTrans' RIDE phone service is not utilized, it is conservatively estimated that 200 commuters utilize car-pooling. Groups range from two to four in size; and the notable routes are Chester - Westwood, Greenville - Quincy, and Mohawk Valley - Quincy.

A Feather River College "In Lieu of Transportation" travel program operated successfully for several years, fostering joint commuting for full-time, out-of-town students. The program was terminated in 1980 due to lack of funding.

Nonmotorized Facilities include regionally-significant bicycle facilities, pedestrian paths, and hiking trails. A separate bikeway has been constructed in Quincy between the High School and Gansner Airport; and several major roads have been constructed with paved shoulders for bicycles and pedestrians. The only hiking trail which can be considered countywide in significance is the Pacific Crest Trail, which runs the length of the County along the crest of the Sierra Nevada.

IV. PRESENT TRANSIT SERVICES

Public transportation services are quite limited in Plumas County, which is common for rural areas of the State. Following is a brief description of existing services.

Greyhound Lines operates buses along State Route 70 as part of an interregional route between Oroville and Reno, Nevada. One bus operates each way on the route daily. Average ridership for Plumas County passengers (one trip end in the County) averages 14 persons per trip. Current one-way fares are as follows (an average 140 percent increase from 1975):

Quincy - Portola	$ 4.60
Quincy - Reno	$15.00
Quincy - Oroville	$ 9.05

Mount Lassen Motor Transit Company, a contract mail carrier, operates a crew cab/camper vehicle along State Route 36 between Red Bluff in Tehama County and Susanville in Lassen County. One trip is made each way daily. Passenger capacity is 5; and reservations are advisable. Current one-way fares are as follows (an average 100 percent increase from 1975):

Chester - Westwood	$0.65
Chester - Susanville	$3.70
Chester - Red Bluff	$6.30

The City Cab Company operates in and serves the Portola area with five vehicles. Additionally, City Cab contracts to provide service with Union Pacific-Missouri Pacific Railroad. The company presently provides about 5 calls per day in the City. The fare within the City is $1.50 (50% increase from 1975).

Plumas County Senior Transportation (County Service Area #12) - A Specialized Transportation Service - provides transportation services for Older Americans in Plumas County. Four-12 passenger and one-19 passenger vans (one stand-by) serve the four nutrition sites: Chester, Greenville, Quincy and Portola. The vans utilize a modified route system. The vans are used to:

1) transport riders daily to the nutrition centers;
2) deliver home-bound meals for the Nutrition Program;
3) transport seniors daily along the route to medical appointments, post office, stores, and senior activities;
4) monthly scheduled trips to Chico and Reno for specialized health care.

VI. FEASIBLE ALTERNATIVES

Numerous basic alternatives exist to satisfy public transit needs. For a sparsely-populated rural area, the obvious potential modes are:

1. Taxi operation, including subsidized taxis;
2. Commuter ride pools;
3. Mini bus system, fixed route or dial-a-ride;
4. Joint use of school buses;
5. Scheduled bus lines, publicly or privately - owned;
6. Bikeways;
7. Improved pedestrian sidewalks and paths.

The spectrum of alternatives may be compounded by adding an array of geographical and timewise variables to the above basic modes.

Several of the above alternatives are being utilized to some degree in Plumas County today (i.e. #1 - City Cab, #2 - ad hoc car pools, #3 - Senior Citizens' Transportation and Mt. Lassen Motor Transport, #5 - Greyhound and #6 - Quincy bikeway and various paved road shoulders). The key tests of the suitability and feasibility of any public transit system or facility are:

a) Is there a specific NEED for public transportation?

b) Would it be ECONOMICally possible to operate the public transportation system/facility? (A reasonable relation between the cost of the program and the "benefits" to be derived must be perceived.)

c) Would the transportation program SATISFY the need? (Would it be used?)

Several obvious needs exist for (public) transportation in Plumas County, in numbers significant enough to warrant consideration. In many cases these needs are already being met. In other cases it just may not be economically feasible to satisfy the need through public transportation services/facilities.

In reference to the information discussed in Section II, Identifiable Groups, the following table summarizes the transportation system.

V. AVAILABLE FUNDS

Primary funding for public transportation in Plumas County is available through the Transportation Development Act of 1971 ("SB 325"), which generally allocates the proceeds of the gasoline sales tax and 1/4 percent of the retail sales tax for such purposes. These funds are specifically earmarked for funding transit projects; however, they may be used for street and road construction if a determination is made by the Transportation Commission that there are no unmet transit needs which can be reasonably met. Such monies may be used as local matching funds for State and Federal funds. The current level of funding with Transportation Development Act monies in Plumas County is about $235,000.

Another source of funding for public transportation is the State Transit Assistance Fund. Such monies may also be allocated for streets and roads. The current level of funding to Plumas County is about $40,000.

The Surface Transportation Act (Section 18) provides federal discretionary grants to promote public transportation accessibility in nonurbanized areas. Plumas County is eligible for a total $75,000 in the current five year cycle.

Other potential sources of funding for public transit, and pedestrian and bicycle facilities are:

> Urban Mass Transit Act, which are federal discretionary grants made on the basis of 20 percent local match, for transit capital expenditures.
>
> Bicycle Lane Account (BLA), which allocates a small portion of statewide gas tax revenues for 10 percent local match funding of bikeway systems for commuters.

Budgeted funding of Transportation Development Act monies and other Transit monies for 1984-85 is as follows:

Transportation for medically indigent (TDA)	10,000
Supplemental funding Senior Citizens' Transportation (TDA)	20,000
Transit Acquisition & Operation (Sec. 18)	30,000
Bicycle & Pedestrian Facilities (TDA)	10,000
Transportation administration (TDA)	12,000
Roads and Bridges (TDA)	590,000

The above figures represent carry-over balances as well as current year appropriations.

Evaluation of the merit of various transit alternatives follows.

Taxi Operations are presently limited to Portola; where the former subsidized operation was terminated when the Senior Transportation Program was instituted. The 1975 Needs Study considered various forms of taxi subsidization, primarily to satisfy the needs of seniors and the handicapped. Such a program is practical only where taxi operations already exist. Since the cost of service per traveler is high, especially outside urbanized areas, taxis do not appear to be a feasible way of satisfying an unmet need in Plumas County. Currently Butte County and Tehama County utilize a subsidized taxi program in their urban areas, where populations are substantially greater than anywhere in Plumas County. (Reference: Moss and McEnespy interviews, Appendix.)

Commuter ride pools are now operating successfully on a limited, ad hoc basis. The lack of utilization of the CalTrans Ride-Pool phone service suggests no unmet need. Interview results yielded a large variation in response to questions of publicly-assisted car or van-pooling. It appears there is some interest in such a service along major travel corridors; although the fact that most commuters have access to a vehicle, and most commuters use their vehicle at least sometimes for in-between shopping and recreation, suggests ride-pooling satisfies a "want" rather than a "need." Some public transportation services might feasibly carry commuters as an adjunct (and fiscal support) to other needed transit services. (Reference: Provine, Malarkey, Moss, Hunter Interviews, Appendix)

Mini bus service has proven successful in satisfying transit needs in many rural and small urban areas. The Plumas County Senior Citizens Transportation System is one such example, for the specialized service it provides. The Mt. Lassen Motor Transit line might also be categorized as a mini bus service. Its once-a-day round trip, with long return interval, makes it poorly-suited to most short distance travel.

The 1975 Needs Study examined four separate options. Three would utilize a single bus with various service ranges; while the fourth was a consolidation with the Senior Transportation System and included five mini buses. None of these options has been implemented; although the Transportation Commission has applied for funding for a new 22 passenger mini bus for County Service Area #12. Lassen County, with a larger urban area together with a substantial, dispersed rural population, is an example of a system utilizing mini (and larger) buses in a coordinated, commuter-seniors-shorthaul public transportation service.

TABLE OF TRANSPORTATION NEEDS	
Group	Degree of Satisfaction*
Older Americans	
Nutrition	◪ Senior Transportation,
In-County Shopping	◪ except rural service,
Medical	◪ and except weekends
Government	◪
Low Income/Unemployed	
Work	◪ Partially met by
Shopping	◪ personal auto,
Medical	◪ bicycle or walking
Government	◪
Students	
Work	◪ Partially met
Shopping	◪ by bicycle or walking,
Medical	◪ and by family and
Government	◪ friends.
Handicapped	
Work	◪ Partially met
Shopping	◪ by family and
Medical	◪ friends
Government	◪
Commuters	
Work	◪ Ad hoc pools

* ■ is fully satisfied ◪ is partially satisfied □ is unsatisfied.

VII. CONCLUSIONS

This study has identified groups with a potential need for public transportation, in relation to the composition of such groups in 1975. It has outlined present transportation services and the changes of the respective services from their condition in 1975. Alternative public transit services that might feasibly satisfy all or some part of an identified transit need have also been outlined. The following conclusions, and related recommendations, follow from the study.

Definitions

Definitions should be specific enough to differentiate among competing transit options, and explicit enough to be understood by the general public. The following is the recommended content of the two definitions that the Transportation Commission must adopt.

"Unmet Transit Need" is a person-trip required for clothing, food, governmental social service, medical, or work purposes which would be satisfied by a transit service or facility identified in the Plumas County Regional Transportation Plan, which service or facility is not presently available. Transit needs do not include: personal transit trips shorter than 2 miles (1/2 hour walk), except for Older Americans and the handicapped; transportation for individuals who require the assistance of an attendent (other than the driver); nor out-of-County travel.

"Reasonable To Meet" is a public or specialized public transit service which will satisfy a transit need at a cost of less than $3.50 per person-trip, where the total cost of the service is not greater than available governmental transportation funding, and where fare box revenues together with donations are equal to or greater than 20% of the cost of the service to be provided. It is deemed unreasonable: to provide transit service on weekends, due to increased costs per passenger and limitation in needed destinations; or to provide a service that is duplicative of another public transit service.

Extent of Need

Using the definitions above, in relation to the Groups identified in Section II, it may be concluded that there are several transit needs that are probably reasonable to meet. The relatively small Plumas County population and the lack of rural public transit experience makes it impossible to closely-project the fiscal structure of any given public transportation system. The experiences of nearby Butte and Lassen Counties is helpful in predicting transit use under certain circumstances.

The 1975 Needs Study also looked at Postal bus service for rural public transportation in Plumas County. Such a program was considered unduly costly in comparison to the few people who would be carried; and the benefits of consolidation with postal runs was offset by slow travel time and the need for additional return runs. (Reference: Moss Interview, Appendix.)

Joint Use of School Buses has been previously considered but is not feasible nor practical due to problems in present capacity and routing, schedules, and bookkeeping.

Scheduled bus lines are practical in medium-sized urban areas. The high costs of operation make them infeasible in areas where ridership is light and sporadic. The present Greyhound service through Plumas County is not a profitable run. In some cases, if schedules are compatible, subsidization of needy riders' travel on an established bus line is a practical way to satisfy a public need. (Reference: Moss, Whetstone, McEnespy Interviews, Appendix.)

Separate Bikeways are generally not a feasible transit solution in rural areas of Plumas County due to snow. In cases of large commuter or student travel, widened shoulders are considered safe and practical. Several Plumas County routes (e.g. Highway 70 in, and near Quincy, and Road A-14 in Mohawk Valley) have been constructed in this manner.

For the same reasons noted above, Pedestrian Paths are not generally feasible for public transit in Plumas County. Construction of sidewalks would be warranted in congested areas and along those Safe Routes to School where student walkers are frequent.

b) Daytime scheduled runs in the Quincy-East Quincy urban area would satisfy the largest concentration of unmet transit needs.

c) Early morning and late afternoon runs between Quincy and Greenville would: provide Greenville residents with connections to Greyhound lines; transport a significant number of commuters, with enhanced fare box revenues; permit daily package service between the communities.

d) Such a public transportation system would serve as a prototype test of the feasibility of providing reasonable public transportation under the most favorable circumstances possible in Plumas County.

3. Publicly-facilitated car pooling, although theorectically practical, does not appear to be a reasonable means of satisfying a Plumas County transit need due to: the small numbers in proportion to distances travelled; diversity in destinations; and the individual preferences of commuters.

4. Improved bikeways and pedestrian walkways are not a reasonable means of satisfying a transit need in Plumas County, due to the small number of users and the fact they don't generate any income; however, paved 4-foot shoulders should continue to be constructed, as a traffic safety adjunct, along major traffic corridors, especially where they coincide with bikeways identified in the County General Plan or streets shown on Safe Route to School plans as locations of heavy pedestrian travel.

5. Other Considerations that would facilitate the satisfaction of unmet transit needs include the following administrative factors:

a) Appointment of a single County employee to be responsible for all transit and non-vehicular transportation programs would assure the highest degree of satisfaction of the adopted goals for: a coordinated transportation system and, utilization of all available funding.

b) Public transportation services utilizing publicly-acquired equipment and County-directed routes and schedules have been successfully contracted to private operators in some small urban areas; and this mode should be considered in Plumas County.

c) Governmental social service agencies should be encouraged to arrange office hours and staffs for availability at times when public transit riders are delivered to the respective offices.

Older Americans' transit needs are largely located in the urbanized areas of the County; and the Senior Transportation System, and individual autos, are meeting most of this need. Inter-urban travel, and travel of the significant Older American populations in the Chester and Portola Rural Areas are probably not reasonable to meet with public transit.

Low Income/Unemployed persons with transit needs are widely distributed throughout the County. The only significant concentrations of such persons are in urbanized areas, which are generally within 2 miles of needed services. Inter-urban and rural transit service for the limited number of such persons is not considered reasonable to meet.

Student transit needs involving trips of more than two miles are generally too dispersed in time and location to be reasonable to meet.

Likewise, those handicapped persons who could use public transportation to satisfy a transit need are too dispersed to justify a reasonable public transit service.

A considerable number of Plumas County workers commute to their urban jobs from outlying communities. They presently utilize their personal vehicle or ad hoc car-pools; so there is no unmet transit need. The number of commuters, and the relative concentrated time of their travel would probably make public transportation services reasonable; and the fare box revenue would support other aspects of the service that might not be so lucrative.

Alternative Courses of Action

1. The Plumas County Senior Transportation Program is successfully satisfying a transit need in Plumas County's urbanized areas; and the program should be continued for that reason. Modifications will be timely as conditions and economics changes.

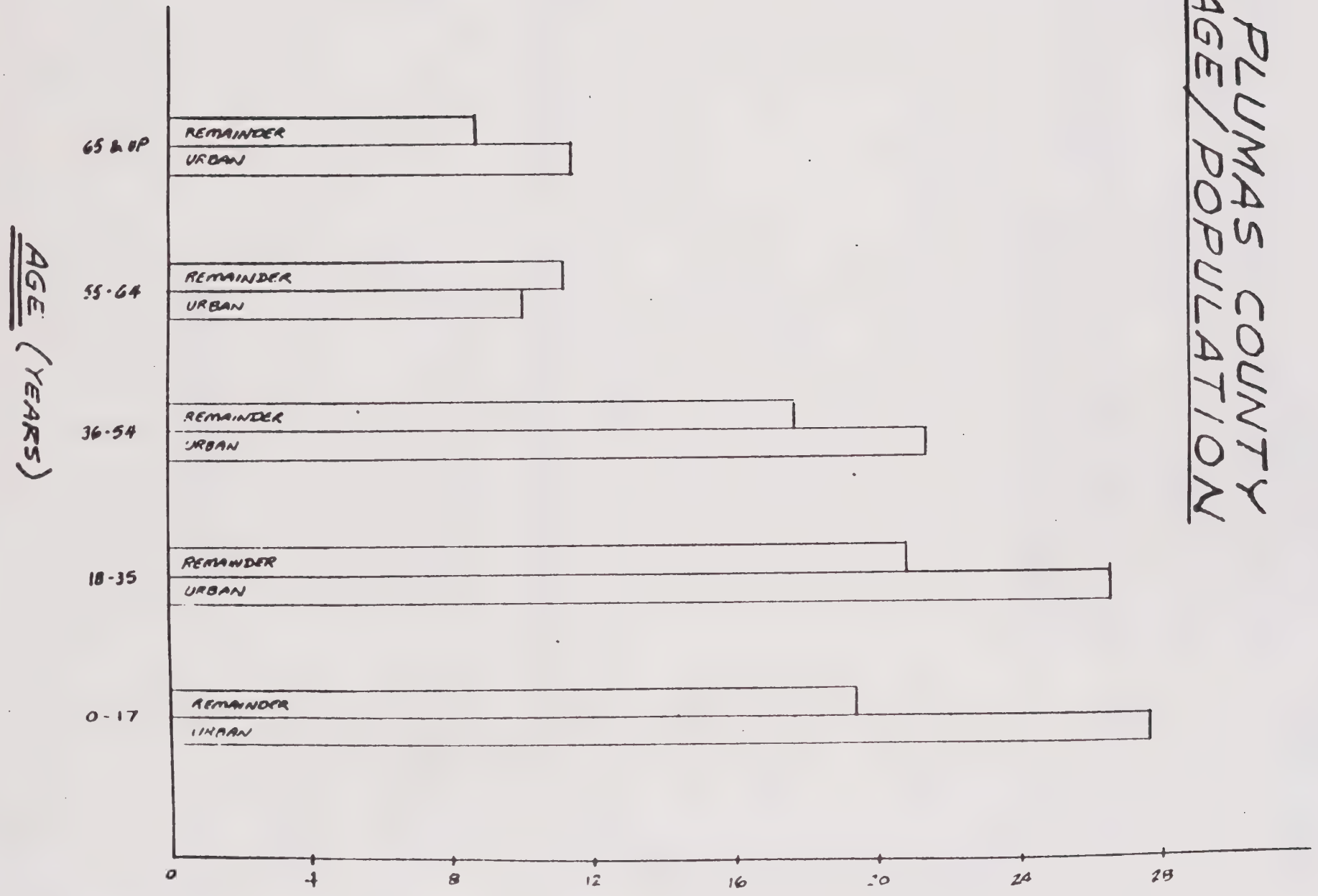
   a) It may be practical to include handicapped persons' transit needs in the intra-urban program.

   b) Inter-urban travel does not generally satisfy a significant transit need; and this service should be discontinued, unless fare box revenue can make the service reasonable, or a particular new need is identified.

2. A Mini-Bus Public Transportation Line, as discussed in the 1984 Regional Transportation Plan, would satisfy a number of transit needs.

   a) Under the auspices of County Service Area No. 12, this sytem could be combined with, and supplement the Senior Transportation Program.

PLUMAS COUNTY
AGE/POPULATION



1980 CENSUS

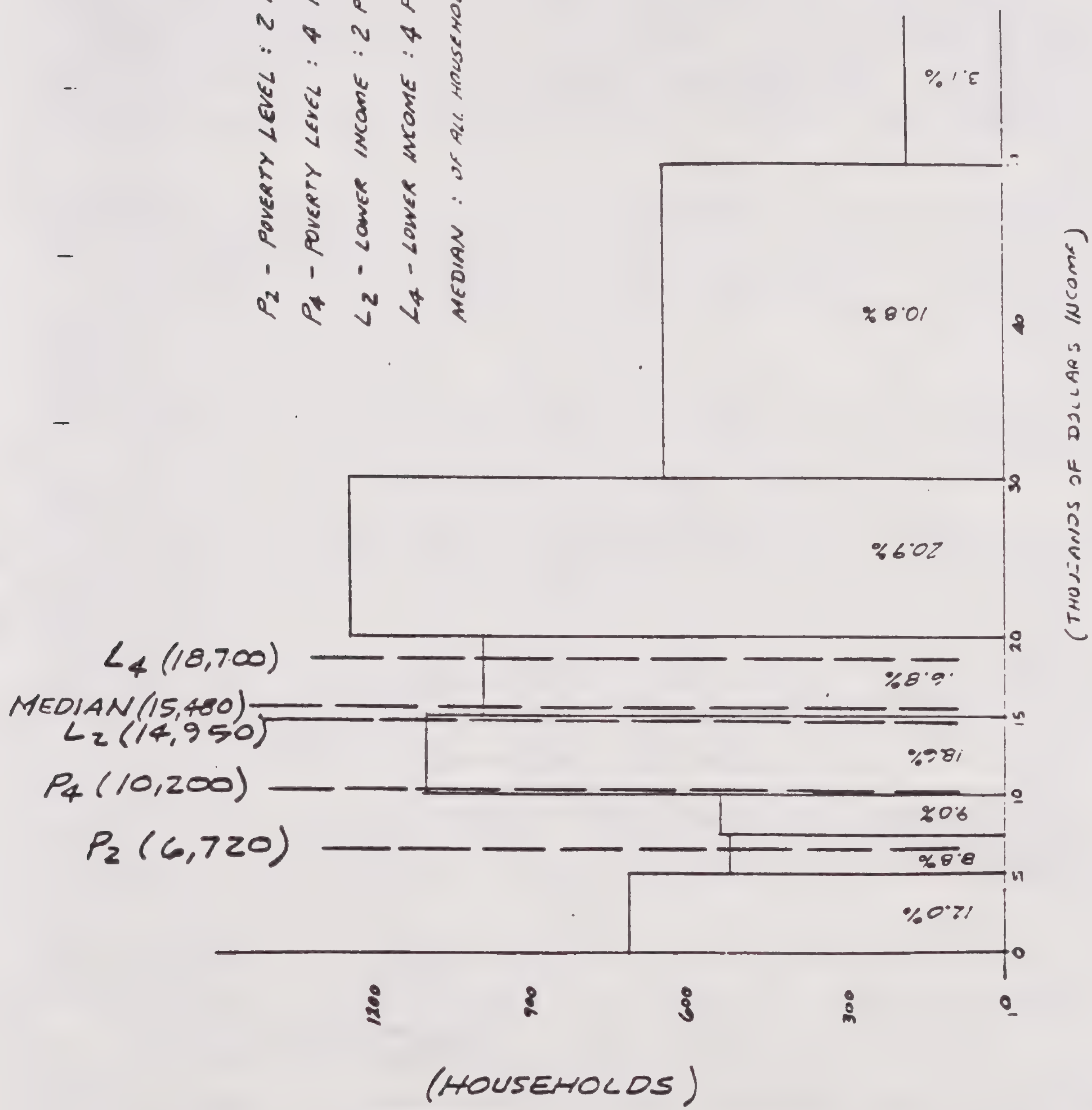
NOV., 1984

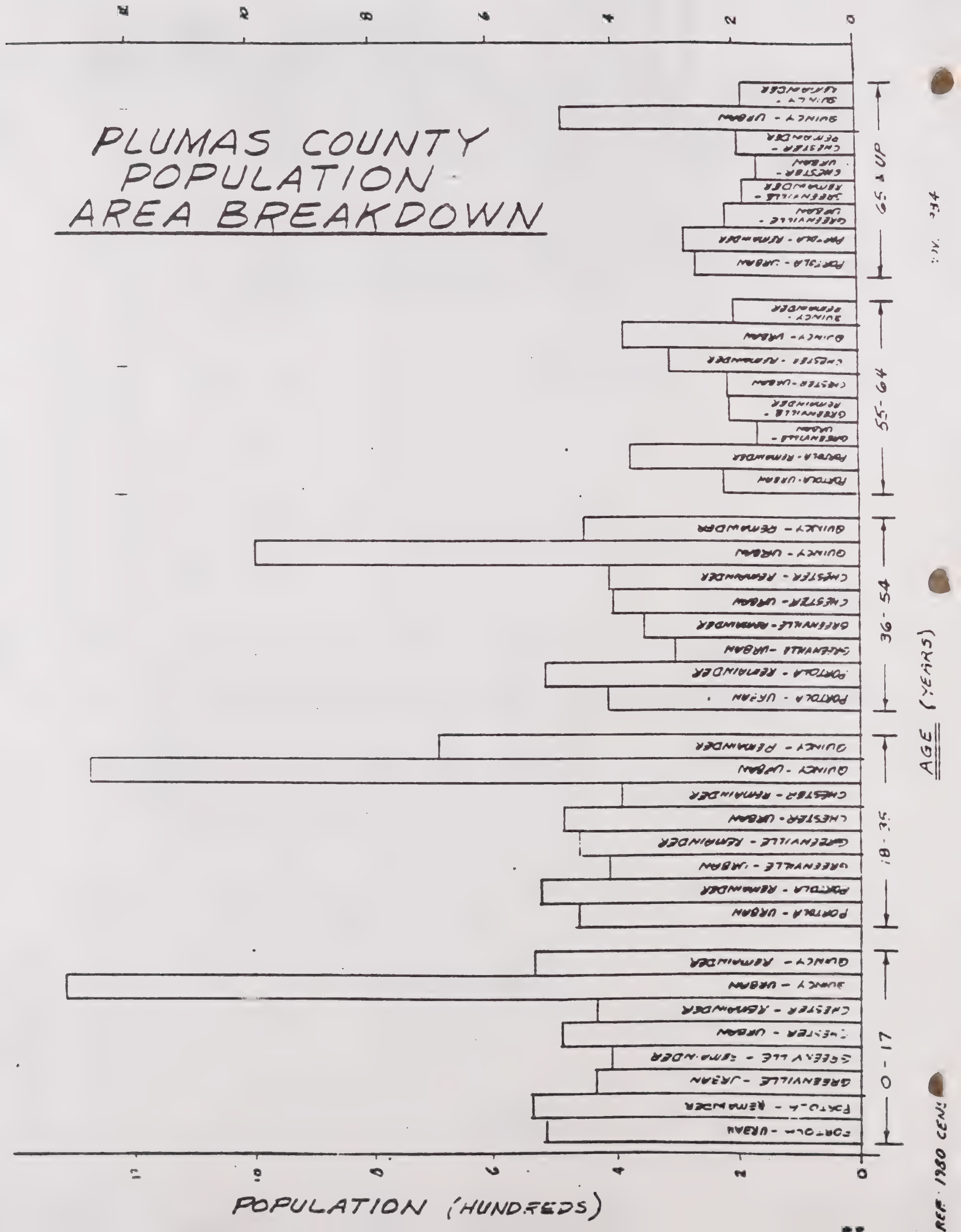
d) Available travel subsidy funds of all service agencies whose recipients might use public transportation should be sought for the financial support of such public transportation systems (e.g. Feather River College, Plumas County Social Services).

e) Combined State and County Social Service agencies' visits to outlying communities should be considered as an alternative to recipient's travel to Quincy. For example, common visits could be scheduled to the outlying Senior Nutrition Sites.

PLUMAS COUNTY HOUSEHOLD INCOME

P_2 - POVERTY LEVEL : 2 PERSON HOUSEHOLD
P_4 - POVERTY LEVEL : 4 PERSON HOUSEHOLD
L_2 - LOWER INCOME : 2 PERSON HOUSEHOLD
L_4 - LOWER INCOME : 4 PERSON HOUSEHOLD
MEDIAN : OF ALL HOUSEHOLDS IN COUNTY




PLUMAS COUNTY
POPULATION
AREA BREAKDOWN
PORTOLA - URBAN
PORTOLA - REMAINDER
GREENVILLE - URBAN
GREENVILLE - REMAINDER
CHESTER - URBAN
CHESTER - REMAINDER
QUINCY - URBAN
QUINCY - REMAINDER
0 - 17
18 - 35
36 - 54
55 - 64
65 & UP
AGE (YEARS)
0
2
4
6
8
10
12
POPULATION (HUNDREDS)
REF. 1980 CENS

APPENDIX D

1986 STORM DAMAGE

On February 15, 1986, Route 70, the primary route between Plumas County and the Sacramento Valley, closed when flood waters devastated a 35-mile portion of the roadway. "A train of storms collided end-to-end over California, their tropical-born rain bringing the worst flooding Plumas County has endured since 1955", thus the Feather River Bulletin reported.

"Each major highway crossing the northern Sierra was reported closed.

Nearly a winter's worth of wet came down as the storms squeezed more than 22 inches of rain on Quincy, and 44 inches at Bucks Lake. The Feather River scoured SR70 and washed out bridges from Mohawk to Rogers Flat. All the county arteries closed at the storm's peak, cutting each community off from its neighbors and the outside world.

Plumas County officials feared the worst after Quincy and the eastern side of the county lost power and telephone service. The rivers and creeks had swallowed bridges whole, and standing water in the valleys drowned homes and highways.

Hwy 70 through the Feather River Canyon closed to normal traffic. The Feather River had washed away power and telephone lines, railroad track and highway as it funnelled through the Canyon."

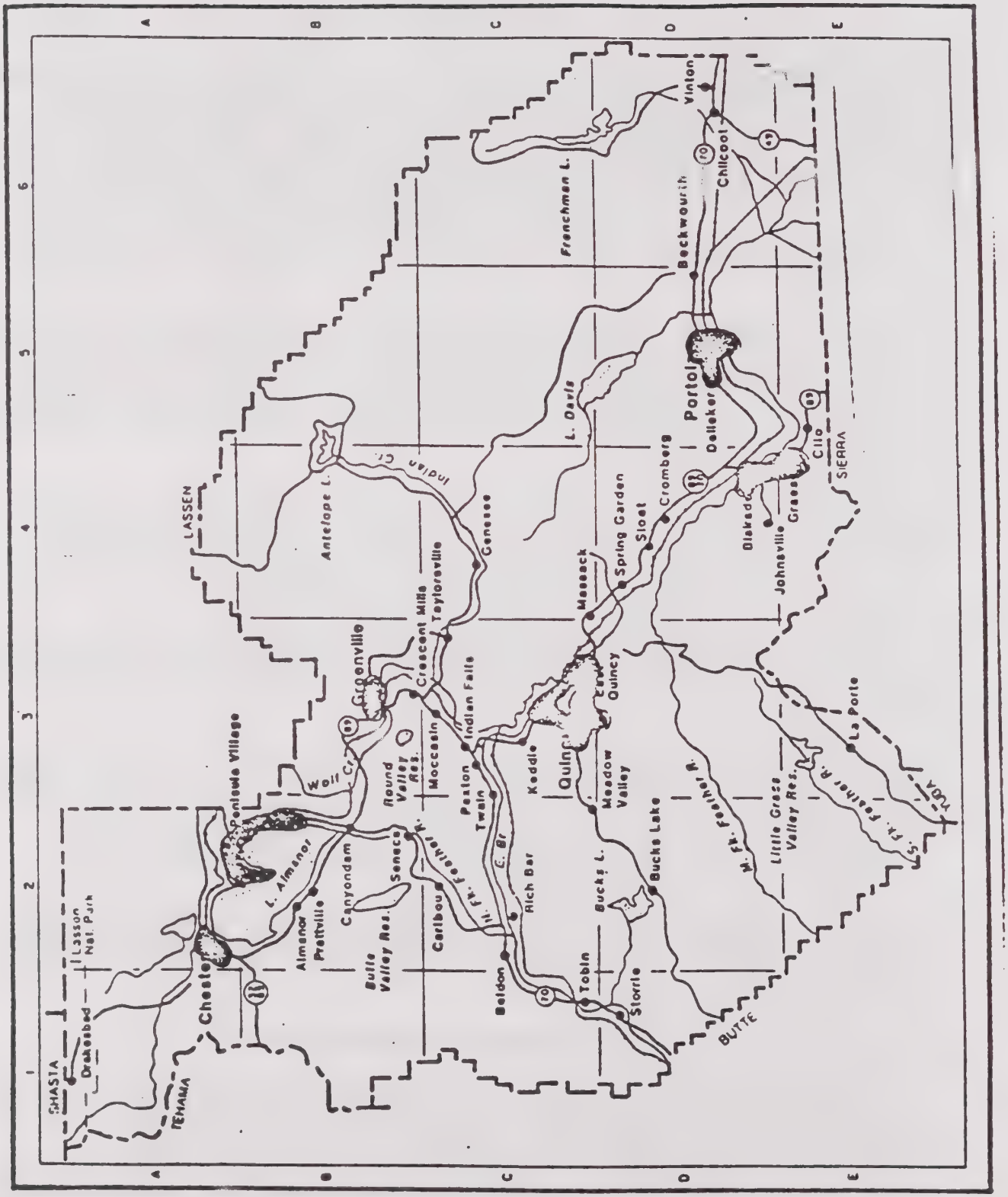
And in another edition, "The worst rain storm in living memory inundated Indian Valley with 14 inches of rain, flooding roads and bridges, forcing evacuation and isolating the entire valley. County roads throughout Indian Valley and Genesee Valley flooded, leaving rural residents and neighborhoods stranded.

The water washed out pavement on SR89 south of Crescent Mills, closing access to the North. Flooding on Hwy 89 near Crescent Mills and over Arlington Bridge eliminated the Southern escape route."

Following is an excerpt from the Feather River Bulletin:

"The Feather River reached its crest with 15,200 cubic feet per second (cfs) flowing under the Gulling Street overpass, according to the Department of Water Resources (DWR).

DWR reported that the figure at about 6,000 cfs higher than ever recorded before (a record of around 9,000 cfs was set in 1967), and if Frenchman and Davis reservoirs did not exist, levels would have been much higher. The rainfall in Eastern Plumas County was 16.6 inches in seven days.



ROADS / POPULATION DENSITY

PLUMAS

DENSITY : PERSONS / SQ. MI.

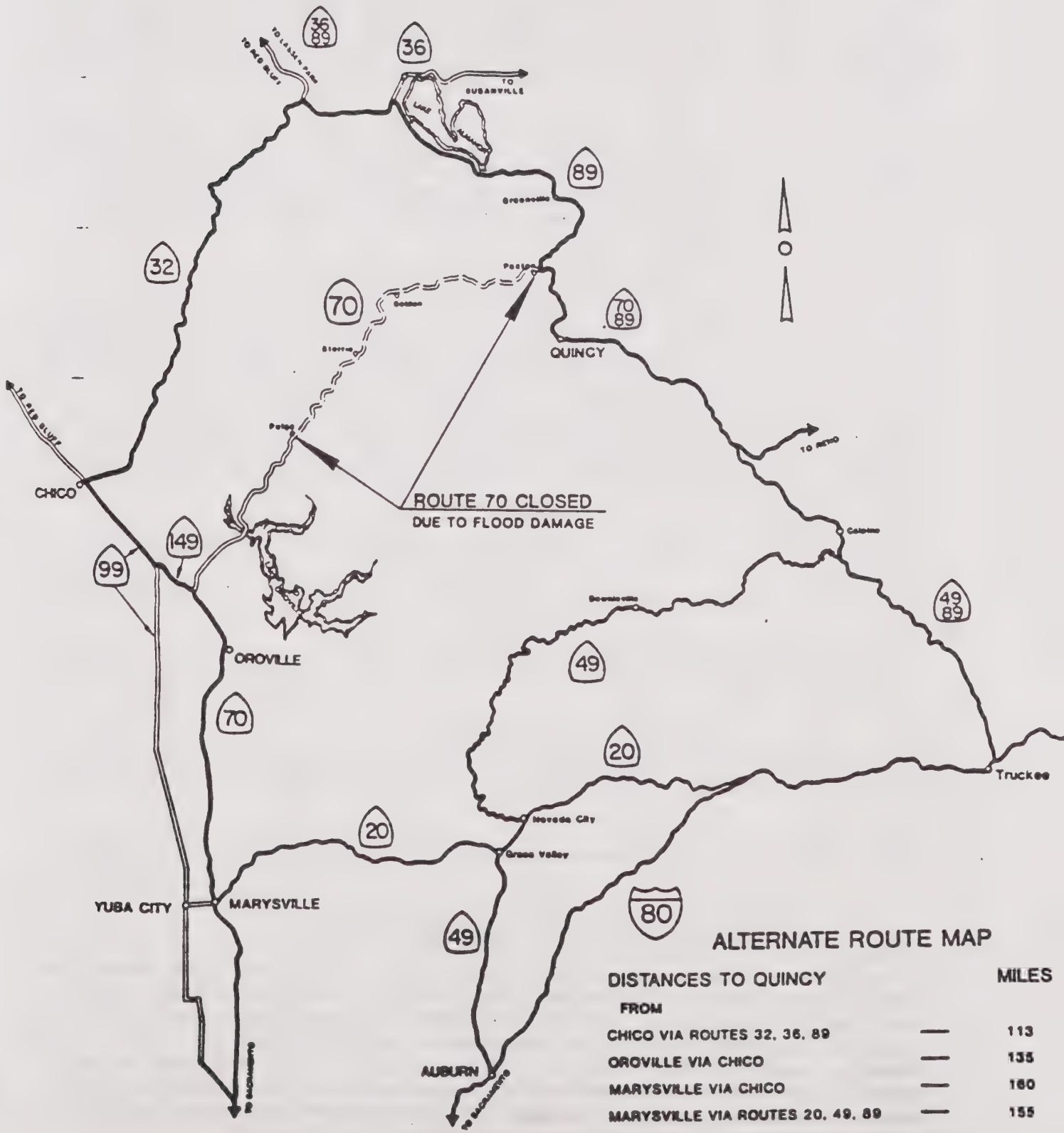
100 TO 1000 - - - - - -

20 TO 100 - - - - - - -

LESS THAN 20 - - - -

0 5 10 20
MILES

IV



ALTERNATE ROUTE MAP

DISTANCES TO QUINCY FROM		MILES
CHICO VIA ROUTES 32, 36, 89	—	113
OROVILLE VIA CHICO	—	135
MARYSVILLE VIA CHICO	—	160
MARYSVILLE VIA ROUTES 20, 49, 89	—	155
MARYSVILLE VIA ROUTES 20, I-80, 89	—	166
SACRAMENTO VIA ROUTES I-80, 89	—	178

The Portola City Administrator reported that drainage on city streets worked well even with the tremendous amount of water that saturated the area.

The picturesque Mohawk bridge was completely washed out in the Feather River torrent. The one lane steel overpass could no longer withstand the tremendous force and collapsed, leaving residents in Plumas Eureka Estates and Johnsville stranded. Funding by the Federal Government is anticipated to replace the bridge.

County Road A-14, the "Mohawk Road", closed to east-west traffic from over-flow and upstream erosion of Smith Creek, re-opened in three days to one-lane controlled traffic. A number of small mud slides temporarily closed county road A-15 between Portola and Clio at various times.

As a result of the February storms which inundated the northwestern part of the state, the Union Pacific railroad was completely shut down for thirty days, and then operated on only a limited basis for another thirty days. In Plumas County shut down of the tracks occurred from Pulga to Delleker, and on SR89 from Keddie to Taylorsville. In some areas the track was immersed under four feet of water. A total of 300 miles of railroad track was damaged in various locations (Alameda, San Joaquin, Sacramento, Sutter, Butte, Sierra, Lassen and Plumas Counties).**

**Union Pacific Railroad Division Engineer's Office, Stockton.

The following storm damage projects were added to the 1986 STIP:

E.A. 240601 $4,670,000 Awarded 3/11/86
But-70-45.5/48.1} Embankment, Rock Slope Protection, Barrier
Plu-70-0.0/32.6 } Rail 1985 STIP Amend 85-21

E.A. 240611 $3,071,240 Low Bid
But-70-48.1/49.1} Base, Pave, Guardrail, Concrete Rock Slope
Plu-70-0.0/32.6 } Protection 1985 STIP Amend 85-21

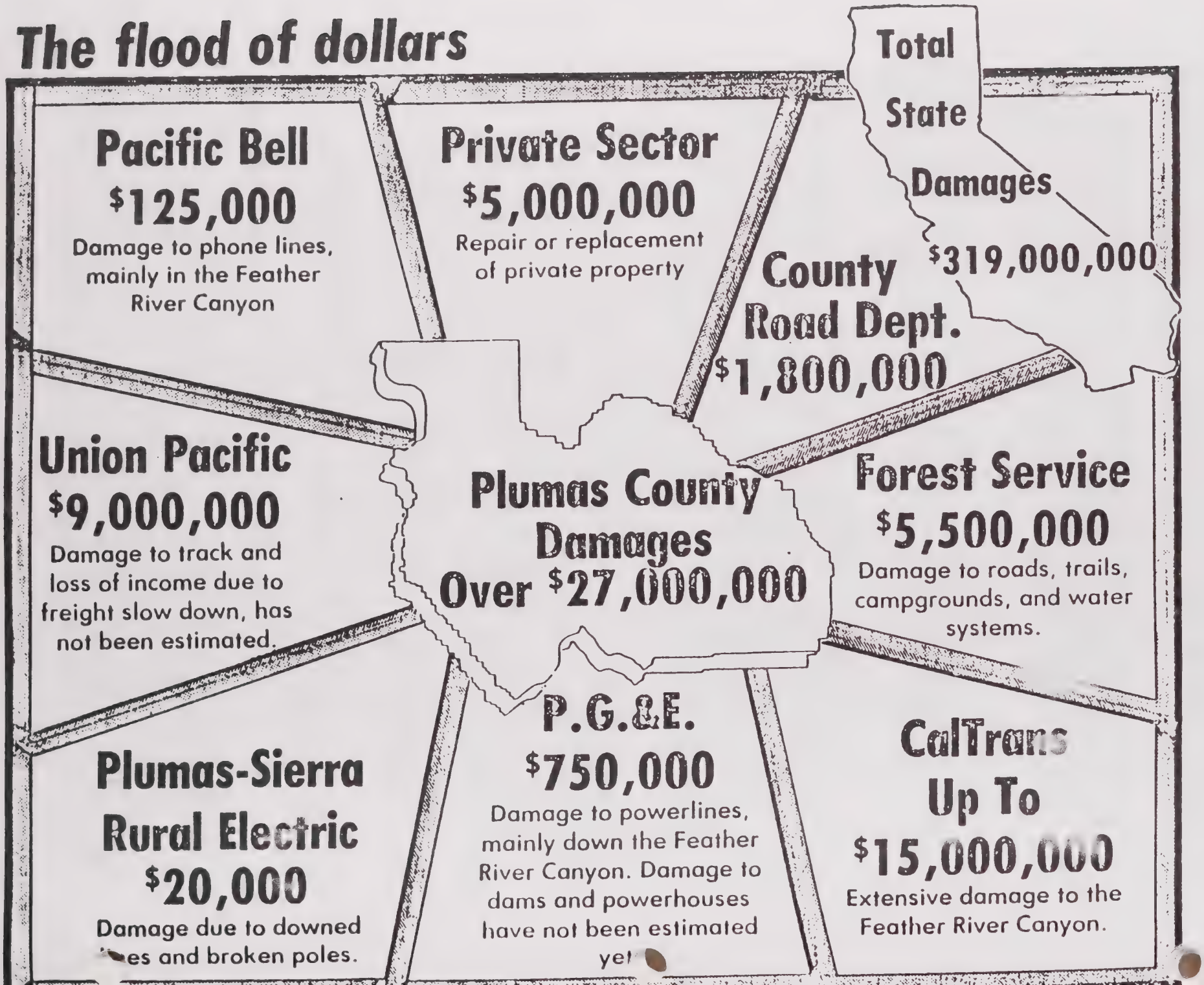
E.A. 240701 $462,000
Plu-89-8.9/12.8 Pavement, Guardrail, Rock Slope Protection
1985 STIP Amend 85-21

Road Department Storm Damage - Federal Funding

A motion was made and carried to approve Program Supplement No. 10 to County-State Agreement No. 02-5909 and authorize Director of Public Works L. J. Brock to sign. By this document the County accepts funding in the amount of $157,200 to cover storm damage costs to the county's FAS system. This funding is to cover the Thompson Creek washout on Quincy-LaPorte Road, Smith Creek washout, gabion failure on Graeagle-Johnsville Road, and removal of the old Mohawk Bridge from the river.

(Plumas County Board of Supervisors Meeting 8/12/86)

The flood of dollars



APPENDIX III

COUNTY ROAD CONDITION STATUS REPORT: 1987

Road class definitions and standards are provided in Chapter 4 of Title 9 of the Plumas County Code.

Road No.	Name	From	To	Class	Actual Summer ADT	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
101	Plinco Mine Rd	8089	Lassen Co	10	50 est	0	400	unpaved rough surface, poor alignment, insufficient drainage facilities.	72	4	--	--
102	Patterson St	102A Chilcoot Ave	SH070	4	50 est	50	1000	none	77	4	--	--
102A	Chilcoot Ave	End	102 Patterson St	2	50 est	50	1600	unpaved	77	4	--	--
103	Dotta Guidici Rd	SH070	SH 284	8	50 est	50	600	partially unpaved rough surface, poor alignment, narrow	--	--	--	--
104	Eau St	SH049	SH070		50 est	50	1000	unimproved	17	--	--	--
105	Dotta Ln	SH049	117 Sierra Vly Rd	8	50 est	50	1000	poor alignment, unpaved, narrow, subject to flooding	--	--	--	--
106	Madcalena Rd	SH070	End	8	50	40	600	unpaved, portion unimproved	43	--	--	--
107 1	Dyson Ln	109 Bckwrth Cp Rd	108	8	170	80	800	poor alignment, unpaved, narrow, rough	--	--	--	--
107 3	Dyson Ln	108	SH049	8	300	150	8000	poor alignment	--	--	--	--
108	Bckwrth Lyltn Rd	107 Dyson Ln	SH070	6	650	400	4000	poor alignment	--	--	--	--
108A	Hawley Rd	SH070	End		50 est	50	1000	unimproved	5	--	40	--
109	Bckwrth Calp Rd	SH070	Sierra Co	6	450	250	20000	none	124	--	--	--
109A	Carren Vly Rd	109 Bckwrth Cp Rd	End	8	50 est	50	500	unimproved	20	--	--	--
109B	France Rd	109 Bckwrth Cp Rd	End	8	50 est	50	300	unimproved	--	--	--	--
111	Bckwrth Genese Rd	SH070	PLU NF	8	220	50	8000	pavement in poor condition, poor alignment	906	11	--	23
111 1	Bckwrth Genese Rd	PLU NF	111A Gen Ind Cr Rd	9	100	0	500	poor condition, unpaved	618	--	--	--
111 3	Bckwrth Genese Rd	111A Gn Ind Cr Rd	112	5	120	80	7000	poor alignment	262	--	--	--
111A	Genese Ind Cr Rd	111 Bckwrth Gn Rd	8106		50	50	1000	none	217	--	--	--
111B	Antelope Rd	111A Gn Ind Cr Rd	End						10	--	--	--
112 5	Main St	SH089	112 No Vly Rd	1	1000	800	5000	paved, needs blanket	917	7	34	80
112 10	North Vly Rd	112 Main St	207 Arlington Rd	6	400	300	2000	poor alignment	1178	--	16	--
112 15	Genesee Rd	207 Arlington Rd	111 Bckwrth Gen Rd	5	400	200	2000	poor alignment	528	--	--	60
112 20	Bckwrth T'vle Rd	111 Bckwrth Gn Rd	8076	10	80	0	200	unimproved	83	--	--	--
112 25	Bckwrth T'vle Rd	1 mile so 8076	126 Lake Davis Rd	10	80		15000	none	39	--	--	--
112 35	Grizzly Rd	126 Lk Davis Rd	SH070	5	650	250	3000	none	1833	--	--	127
112A	Walker Mine Rd	112	112	10	70	0	2000	none	36	--	--	--
112C	Greenville Res Rd	112	End		N/A	100	500	none	15	--	--	--

Road No.		Name	From	To	Class	Actual Summer ADT	Estimated Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
114	10	Frtla McLeears Rd	SH089	Portola	6	400	250	3000	none	1423	--	60	--
115		Clio State 40A Rd	SH070	SH089	9	200	50	500	portion paved, fair condition, narrow major portion unimproved subject to flooding and closure	661	5	5	43
117		Sierra Vly Rd	Sierra Co	107 Dyson Ln	8	320	200	10000	none	--	--	--	--
117A		Sierra Vly MCN Ln	117 Sierra Vly Rd	118 Harriet Ln				600		--	--	--	--
118		Harriet Ln	107 Dyson Ln	Sierra Co	8	N/A	50	20000	none	--	--	--	--
119		Vinton Tr Sta Rd	End	SH070		N/A	50	1000	none	--	--	1	--
121		Kamelli Greig Rd	SH049	End	8	N/A	50	600	unpaved, gravel surface	--	--	--	--
122		Meadow Way	Portola	End	2	N/A	100	2000	none	34	3	6	--
123		Cemetery Rd	112	End		N/A	50	500	paved, needs blanket	28	--	--	--
124		Rocky Point Rd	SH070	SH070	4	N/A	50	3000	poor alignment	178	1	--	14
124A			124	End		N/A	100	1000	none	3	--	--	14
124B			124	End		N/A	50	800	none	24	--	--	--
125			SH070	SH070		N/A	50	10000	none	298	--	--	--
125A			125	End		N/A	50	500	none	125	--	--	--
126		Lake Davis Rd	Portola	112 Grizzly Rd	5	350	0	4000	poor alignment (portion)	515	--	--	150
127		Plumas Ave	Portola	End	2	N/A	250	2000	none	340	--	--	--
128		Old Grizzly Rd	112 Grizzly Rd	112 Grizzly Rd	9	N/A	0	500	unimproved	95	--	--	--
129			SH070	End		N/A	50	3000	none	15	--	--	60
130		Long Valley Way	SH070	End		N/A	50		none	--	1	--	--
201	10	Old Haun Rd	SH147	SH089	10	N/A	0	200	portion graveled, rest unimproved	4	--	--	65
201A		Grenville Dump Rd	SH089	End		N/A	50	500	none	25	--	--	--
202	1	Grnvl Wolf Cr Rd	SH089	202B Pinebrook Way	4	1600	1400	3000	none	835	28	229	22
202	2	Grnvl Wolf Cr Rd	202B Pinebrook Wy	202A Setzer Cp Rd	2	200	150	1000	none	--	--	--	--
202	3	Grnvl Wolf Cr Rd	202A Setzer Cp Rd	SH089	2	100	50	200	none	--	--	--	--
202A		Setzer Camp Rd	202 Grnvl Wlf Cr Rd	SH089		200	150	1000	none	--	--	--	--
202B		Pinebrook Way	202 Grnvl Wlf Cr Rd	End		N/A	100	500	none	25	--	--	--
203		Grnvl Rnd Vly Rd	202 Grnvl Wlf Cr Rd	PLU NF	5	450	50	1000	very poor alignment	111	2	--	10
203	10	Grnvl Rnd Vly Rd	PLU NF	204	5	450	50	1000	very poor alignment, steep	128	--	--	20

Road No.	Name	From	To	Class	Actual Summer ADT	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
204	Dx Cyn Rnd Lng Rd	8047	SH089	9	200	0	500	unimproved, portion grvld	28	--	--	40
205	Indin Fls Pxtn Rd	End	End	10	N/A	50/0	100	unimproved	2	--	--	40
206	Stampfli Ln Rd	112	SH089	8	600	500	2000	subject to flooding	401	--	--	--
207 1	Arlington Rd	SH089	TV1 Annie St	6	800	600	2000	none	1861	10	--	220
207 2	Main St	TV1 Annie St	207	1	600	500	2000	none	1478	10	--	220
207 3	Arlington Rd	207	112 Bckwrth T'vle		400	350	2000	none	1038	--	--	220
207A	Johnson Ranch Rd	207	207		N/A	50	200	paved, needs blanket	61	--	--	--
207C	Old Arlington Rd	207	End		N/A	50	200	paved, needs blanket	31	--	--	--
208	China Grade Rd	403 Mt Hough Cr Lk	207 Arlington Rd	10	N/A	0	100	unimproved	64	--	--	--
209	T'vle Tr Sta Rd	112 No Valley Rd	End		N/A	50	200	none	--	--	--	--
211		112	207	4	300	250	1000	none	29	1	--	--
213 1	Diamond Mt Rd	112	214 No Arm Rd	8	350	200	1000	none	481	--	--	--
213 3	Diamond Mt Rd	214 No Arm East Sd	Lassen Co	10	150	0	500	portion paved, prtn graveled, prtn unimproved, narrow, poor alignment	208	--	--	--
214	No Arm Rd	112	213 Diamond Mt Rd	8	120	60	500	poor alignment	138	--	--	--
214A	No Arm Rd	213 Diamond Mt Rd	214 No Arm Rd		N/A	50	500	none	51	--	--	--
215	Hideaway Rd	SH089	203	4	350	200	1000	none	788	--	--	37
216	Forgay Rd	SH089	SH089	8	N/A	200/ 50	1000/50	portions paved, portions unimproved	117	--	--	--
217	Pecks Vly Rd	112	End	2	N/A	200	1000	none				
217 10	Pecks Loop	27N854 PLU NF		2	N/A	200	1000	none	140	--	--	--
217 15	Pecks Loop	27N855 PLU NF		2	N/A	200	1000	none	140	--	--	--
218	Alta Camp Rd	SH089	SH089	3	N/A	100	1000	paved, needs blanket	154	--	--	10
219	Williams Vly Rd	112 Main St	End	2	N/A	200	1000	none	197	18	--	80
220	Lo Wilams Vly Rd	219 Wilams Vly Rd	End		N/A	50	200	none	57	--	--	--
221	Ward Creek Rd	112 Beckwith T'vl Rd	End		N/A	50	200	portion graveled, portion unimproved	29	--	--	--
301	Highlands Rd	423	8027	4	N/A	0	500	graveled, steep	109	--	--	--
302	Storrie Rd	Butte Co	End	10	N/A	0	200	unimproved	--	--	--	--
303	Belden Town Rd	SH070	End	4	350	300	500	narrow, poor alignment	4	--	--	--
303A	Howells Rd	303 Belden Twn Rd	End	10	N/A	50	200	narrow, poor alignment	4	--	--	--

Road No.	Name	From	To	Class	Actual Summer ADT	Estimated Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
304	Richbar Rd	SH070	End		N/A	50	200	narrow, poor alignment	18	--	--	18
305 3	Prtvl But Rsvr Rd	8045	305		.							
305 10	Prtvl But Rsvr Rd	305	PLU NF Bdry		.							
305 15	Prtvl But Rsvr Rd	PLU NF BDRY	Lassen NF Bdry		.							
305 20	Prtvl But Rsvr Rd	Lassen NF BDRY	Lassen NF BDRY		.							
305 25	Prtvl But Rsvr Rd	Lassen NF BDRY	SH089	5	450	150	2000	poor alignment, steep	147	--	--	--
305 30	Prtvl But Rsvr Rd	SH089	310 Almanor Dr West	4	350	250	2000	none	130	--	--	88
306	Seneca Rd	SH089	305	9	300	50	500	mostly unpaved, poor alignment, narrow	100	--	--	140
306A	Little Seneca Rd	306 Seneca Rd	End	10	N/A	50	200	unimproved	4	--	--	--
306B	Old State Hiway	SH089	306 Seneca Rd		N/A	50	200	poor pavement, needs resurfacing	--	--	40	40
307	Humbug Rd	Butte Co	309 Hmbg Hum Cr Rd	10	100	0	200	portion gravel, portion unimproved	1	--	--	--
308	Humboldt Rd	SH089	Butte Co	10	150	0	200	portion gravel, portion unimproved	2	--	--	--
309	Hmbg Hum Cross Rd	305	308 Humboldt Rd	10	100	0	200	portion gravel, portion unimproved	1	--	--	--
310 5/10	Almanor Dr West	SH089	305 Prtvl But Rsvr Rd	5	N/A	50	1000	portion poor alignment, narrow	130	--	--	5
310 15/20	Almanor Dr West	305 Prtvl But Rsvr	SH089	5	N/A	50	500	narrow	--	--	--	83
311 1/3	Sec Old Rbl Rd	312	Tehama Co	10	N/A	0	1000	poor alignment	24	--	--	80
312	Chster Mar Vly Rd	CH02 Feather Riv Dr	Lassen NF	5	600	300	2000	none	348	--	--	80
312 10	Chster Mar Vly Rd	Lassen NF	8140	5	N/A	0	500	narrow, poor alignment	348	--	--	80
312A	Warner Creek Rd	312	312		N/A	0	500	none	58	--	--	--
312B	Harkness Dr	312 Chstr Mar Vly	312 Chstr Mar Vly		N/A	0	500	none	25	--	--	--
313	A 13	SH036	SH147	6	2200	1500	10000	none	15512	94	2	472
313A	Peninsula Dr	313 A13	313C Firehouse Rd	4	2100	1200	2000	poor alignment	2671	--	2	181
313B	Lake Almanor Dr	313 A13	313 A13	3	N/A	200	1000	none	148	1	--	--
313C	Firehouse Rd	313A Peninsula Dr	End		N/A	50	500	none	--	--	--	7
314	Big Sprgs Co Rd	313 A13	Lassen Co	10	N/A	0	200	unimproved	--	--	--	--
315A		SH147	End		N/A	50	200	poor alignment	27	2	--	1
315B	Dyer Dr	SH147	End		N/A	50	200	poor alignment	115	--	--	--

Road No.	Name	From	To	Class	Actual Summer ADT	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwelling Units	Commercial	Industrial	Recreation
316A	Chester Ski Rd	SH036	End	5	N/A	50	200	needs resurfacing	--	--	--	--
317	Rich Gulch Rd	SH070	8065	4	N/A	50	500	poor alignment	--	--	--	--
317A	Virgilia Depot Rd	SH070	End		N/A	50	200	narrow	--	--	--	--
318	Chster Jun Lk Rd	312	8142	5	200	0	200	portion paved, poor alignment, narrow, portion gravel	--	--	--	--
319	Digger Ravine Rd	SH070	8047		N/A	50	200	poor alignment, narrow	--	--	--	--
320	Catfish Beach Rd	SH036	End		N/A	0	200	none	--	--	--	5
321	Big Springs Rd	313 A13	313 A13	4	600	400	2000	poor alignment	183	10	--	5
322		SH036	End	8	N/A	50	2000	none	--	--	--	--
322A		322	End		N/A	50	2000	none	--	--	--	--
322B	New Chster Dmp Rd	322	8150		N/A	50	500	poor alignment	--	--	--	--
323	Walker Rd	313	End		under construction				8003	38	2	250
323A	Big Cove Rd	323	313A Penn. Dr		under construction				1375	--	--	80
324		SH036	End		N/A	50	200	none	--	--	--	25
325	Rcky Pt Cmp Gr Rd	SH089	End	5	N/A	0	500	narrow, poor alignment	--	--	--	--
326	Twain Store Rd	SH070	417 Butterfly Vly	4	N/A	100	500	none	23	--	70	16
327		SH147	End		N/A				7	--	--	--
328	Indian Hills Rd	SH147	SH147	3	N/A	100	500	narrow	44	--	--	--
401	Squirrel Creek Rd	SH070	End	9	N/A	0	200	portion graveled, portion unimproved	25	--	--	--
402	Massack Rd	8006	SH070	9	N/A	50	200	none	60	--	--	--
402A	Old State Hwy	SH070	End		N/A	50	200	needs resurfacing	--	--	--	--
403	Mt Hough Cr Lk Rd	406 Quincy Jct Rd	End	9	N/A	0	200	portion graveled, portion unimproved	65	--	--	--
404	Chandler Rd	SH070	SH070	7	500	400	1000	poor alignment & drainage	1000	--	--	--
404A	Oakland Camp Rd	404 Chandler Rd	End	5	350	100	1000	narrow, poor alignment, substandard bridge	50	--	--	--
405	Lee Rd	SH070	406 Quincy Jct Rd	2	2200	2000	5000	portion narrow	518	8	356	40
405A	Bell Ln	406 Quincy Jct Rd	405 Lee Rd	2	2500	2000	5000	portion narrow	161	--	65	--
406	Quincy Jct Rd	SH070	404 Chandler Rd	4	2500	2200	10000	none	879	36	147	20
406 10	Quincy Jct Rd	404 Chandler Rd	End	4	N/A	50	1000	none	109	--	--	--
406A	Barlow	SH070	404 Chandler Rd		N/A	50	1000	none	423	--	--	--

Road No.	Name	From	To	Class	Actual Summer ADT	Estmtd Inter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
408	Purdys Rd	SH070	SH070	4	150	120	1000	none	198	--	--	--
406A	County Hospital Rd	419	End	1	N/A	100	500	none	--	21	--	--
409	Beskeen Ln	SH070	End	4	150	120	500	narrow, poor alignment, needs resurfacing	182	--	--	23
411 1	Main St	SH070 Crescent St	411 Bucks Lake Rd	1	3000	2500	5000	needs resurfacing	1843	30	--	85
411 3	Bucks Lake Rd	411 Main St	PLU NF	7	2000	1600	5000		1482	27	--	85
411 9	Bucks Lake Rd	PLU NF	414 Spansh Rch But	7	2000	1600	5000	portion poor alignment	854	14	--	85
412	Silver Creek Rd	414 Spnsh Rch But	End	2	N/A	100	1000	none	74	--	--	--
413	Spanish Ranch Rd	411 Bucks Lake Rd	414 Span Rch Butte	4	200	150	1000	none	37	--	--	--
414	Spnsh Rch But Co	But Co	8024	9	600	0	500/5000	prtn graveled/prtn paved	41	--	--	--
414 5	Spnsh Rch But Co	8024	423 Big Cr Rd	9	600	0	500/5000	prtn graveled/prtn paved	173	--	--	23
414 10	Spnsh Rch But Co	423 Big Cr Rd	411 Bucks Lk Rd	5	1000	0/300	5000	portion closed in winter/ portion poor alignment	779	14	--	85
415	Keddie Resort Rd	SH070	End	4	500	450	500	poor alignment, narrow	--	--	--	43
415A	Spanish Oas Ln	415 Keddie Rsrt Rd	End	2	N/A	150	500	poor alignment, narrow	--	--	--	13
416	Old Hwy Rd	SH070	SH070	4	200	160	500	poor alignment, narrow	36	--	--	--
416A	Roundhouse Rd	SH070	End	4	150	120	500	narrow	14	--	--	--
416B		416 Old Hwy Rd	End									
417	Btfly Vly Twn Rd	WPRR	326 Twain St Rd	4	500	450	500	narrow, poor alignment	19	--	70	12
417	Btfly Vly Twn Rd	SH070	WPRR	4	500	450	500	portion graveled, portion unimproved, portion paved, narrow, poor alignment	60	--	--	--
418	Old Meadow Vly Rd	411	411		N/A	50	500	none	35	--	--	--
419 5	Golden Eagle Ave	SH070	End	4	N/A	1000	5000	none	33	109	--	--
420	Blackhawk Rd	SH070	8019	4	N/A	100	500	poor alignment	245	--	--	--
421	Bcks Lk Tr Ste Rd	414 Spn Rch Butte	End		N/A	0	500	none	--	--	--	--
422	Gpher Hill Lnd Rd	411 Bcks Lake Rd	End		N/A	50	500	graveled	--	--	--	--
423	Big Creek Rd	414 Spn Rch Butte	414 Spanish Rch But	5	N/A	0	2000	poor alignment	340	--	--	20
424		406 Quincy Jct Rd	End	2	N/A	50	500	none	52	--	--	--
425	Countryman Dr	423 Big Creek Rd	End	9	N/A	0	1000	none	63	--	--	--
426	Gansner Park Dr	409 Beskeen Ln	End	4	550	450	1000	none	--	--	--	8
427	Rutherford Ave	419 Goldn Eagle Av	End		N/A	50	2000	none	20	50	--	--

Road No.	Name	From	To	Class	Actual Summer ADT	Estimated Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
428	Schneider Crk Rd	414 Spnsh Rnch But	8022 Schneider Crk	4	N/A	150	1000	none	42	--	--	--
501	Gold Lake Rd	GE46 Yonkila Tri	Sierra Co	5	800	0	2000	none	--	--	--	--
502	Poplar Valley Rd	506 Graeagle Jhnsv	8060	4	1200	1000	2000	none	1413	--	--	100
503	Old Cromberg Rd	509 Sloat Rd	SH070	8	N/A	50	200	narrow, needs resurfacing	1	--	--	--
504	Sloat Tra Sta Rd	509 Sloat Rd	End		N/A	50	200	needs resurfacing	--	--	--	--
505	Gragle Tra Sta Rd	521 Bisden Gra Rd	End		.				--	--	3	--
506	Gragle Jhnsvl Rd	SH089	502 Poplar Vly Rd	4	2000	1500	2000	steep	3185	13	--	1656
506 10	Gragle Jhnsvl Rd	502 Poplar Vly Rd	JV02 Church St	5	600	200	1000	narrow, poor alignment	309	--	--	1500
506B	Mohawk Hwy 40A Rd	506	SH070	4	1200	800	1000	poor alignment, narrow bridge	1652	37	--	862
506C	Jhnsvl Eureka Lk Rd	JV02 Church St	End	5	N/A	100	500	poor alignment, portion paved	170	--	--	510
507	Jhnsvl McCrea Rd	506	Sierra Co	10	N/A	0	200	mostly unimproved	6	--	--	790
508	Harrison Rd	SH070	508A Gill Rnch Rd	10	N/A	0	200	unimproved	--	--	--	--
508 10	Harrison Rd	508A Gill Rnch Rd	8057	10	N/A	0	200	unimproved	815	--	--	--
508 15/20	Grnhorn Rnch Rd	8057	SH070	4	500	300	2000	none	1822	--	--	10
508A	Gill Ranch Rd	SH070	PLU NF	?	200	150	500	none	285	--	8	8
508A 10	Gill Ranch Rd	PLU NF	508 Harrison Rd	?	200	150	500	none	10	--	--	--
508B	Spry Grdn Dep Rd	SH070	End	4	N/A	50	200	poor alignment	13	--	--	--
508C		SH070	8056		N/A	50	200	none	--	--	--	--
509	Sloat Rd	SH070	503 Old Cromberg Rd	8	500	350	1000	none	183	--	60	--
509A	Old Rd	SH070	509 Sloat Rd	4	200	100	500	poor alignment	40	--	60	--
509B	Sloat Poplr Vly Rd	509 Sloat	8060	9	N/A	50	200	unpaved, unprotected railroad crossing, narrow bridge	15	--	30	--
510	Kaalo Hill Rd	SH070	End		N/A	50	200	unimproved, steep	123	--	--	--
511 1	Quincy LaPorte Rd	SH070	PLU NF	4	500	400	1000	none	249	--	--	103
511 2	Quincy LaPorte Rd	PLU NF	511 NR Willow Cr	4	400	250	500	poor alignment, narrow	72	--	--	--
511 3	Quincy LaPorte Rd	511	Sierra Co	10	N/A	0	200	portion graveled, portion unimproved, steep, poor alignment	40	--	--	--
511 5	Quincy LaPorte Rd	Sierra Co	514 Little Grass Vly	10	N/A	0	200	portion graveled, portion unimproved, steep, poor alignment	--	--	--	--

Road No.	Name	From	To	Class	Actual Summer ADT	Estmtd Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
511 6	Quincy LaPorte Rd	514 Ltl Grass Vly	513 Port Wine Rd	6	1000	250	2000	none	962	10	--	150
511 7	Quincy LaPorte Rd	513 Port Wine Rd	Yuba Co	6	1000	250	2000	none	1366	14	--	150
511A 10	Lexington Hill Rd	511 Qcy LaPrte Rd	8036		N/A	0	200	none	--	--	--	--
511B 10	LaPorte Pines Rd	511 Qcy LaPrte Rd	End	3	N/A	50	500	steep	179	--	--	--
512	St. Louis Rd	511	Sierra Co	10	N/A	0	200	unimproved	7	--	--	--
513	Port Wine Rd	511	Sierra Co	10	N/A	0	200	unimproved	35	1	--	--
514 1	Ltl Grass Vly Rd	511	Dam	5	600	0	1000	none	844	5	--	150
514 3	Ltl Grass Vly Rd	Dam	8037						20	--	--	--
514A 5		514 Ltl Grs Vly Rd	End		N/A	0	200	none	158	--	--	15
515	Camp Layman Rd	SH070	End	4	200	100	200	poor alignment, narrow	--	--	--	--
516	Mohawk Vista Dr	SH070	SH070	3	N/A	200	1000	none	171	--	--	--
517	Mt Tomba Rd	SH070	End	1	N/A	50	200	none	--	--	--	3
518	Parkers Rd	SH070	End		N/A	50	200	needs resurfacing	25	--	--	--
519	Gold Lk Frst Hwy	SH089	Sierra Co	5	N/A	0	2000	none	664	--	--	--
520	Little Bear Rd	SH070	SH089	4	N/A	0	200	portion paved, portion graveled	13	15	--	103
521	Birsden Grseagle	SH089	521 Bonta St	4	800	500	1000	portion narrow, poor alignment	143	--	30	28
521	Bonta St	521 Birsden Grgle	SH089	1	--	200	1000	none	35	26	--	--
522	Old Mill Pond Rd	SH070	End						30	--	--	--
523	Redrey Way	404	End						5	--	--	--
AA01	Magnolia Ave	Portola	End	2					62			
AL01		310	310						.			
AL02		AL01	End						.			
AP01	Ponderosa Dr	313A	End						154			15
AP02	Manzanita Way	AP01	AP01						44			
AP03	Firland Way	AP01	End						9			
AP04	Cecer Circle	AP01	End						6			
AP05	Ponderosa Circle	AP01	End						6			

Road No.	Name	From	To	Class	Actual Summer ADT	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
AP06	Arbutus Dr	AP01	End									5
AP07	Ponderosa Way	AP01	AP02						11			
AP08	Redwood Circle	AP01	End						6			
AP09	Pine Circle	AP01	End						6			
AP10	Spruce Circle	AP01	End						4			
AR01	Openshaw Rd	207	End						32			
AR02	Marie Dr	End	End						24			
AW01	Lk Almanor Wst Dr	SH089	AW06						2339	1		90
AW02	Goose Bay Trail	AW01	End						36			
AW03	Slim Dr	AW01	AW04						254			
AW04	Long Iron Dr	AW01	AW06						105			
AW05	Marion Trail	AW01	AW03						23			
AW06	Osprey Loop	AW01	AW01						1772			
AW07	Maidu Dr	AW04	AW06						175			
AW08	Manzanita Dr	AW04	AW06						133			
AW09	Raccoon Trail	AW04	AW06						88			
BE01	Valley View Dr	BE07	End						404			
BE02	Edgewood Dr	BE05	BE06						36			
BE03	Daisy Lane	BE01	End						14			
BE04	Willow Way	BE01	End						14			
BE05	Meacow Way	411	End						158			
BE06	Wildwood Ct	BE01	End						18			
BE07	Bellamy Ln	411	BE01						300	3		
BL01		521	End						11	1		
BL02		521	521						3			
BW02	Myrtle St	BW08	BW06				500		5			
BW03	North St	BW05	111				2000		20			
BW04	Main St	111	End				2000		46	6		
BW05	Greeley St	BW04	End				500		10			

Road No.	Name	From	To	Class	Actual Summer ADT	Estmtd Inter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commer-cial	Indust-rial	Recre-ation
BW06	Beckwourth St	BW02	BW04				500		5			
BW08	Indian St	BW04	BW02				500		12			
BW09	New St	BW04	SH070				1500			3		
CE01	Crocker Ct	WE10	End				1000		27			
CE02	Cull Ct	WE10	End				800		15			
CE03	Pine Ct	112	End				600		8			
CH01	Lassen St	CH02	End						300			
CH02	Feather River Dr	SH036	312						865	1		80
CH03	Stover Rd	CH02	End						106	1		
CH04	Olsen St	SH036	CH01						118			
CH05	Gay St	CH13	CH11						26	7		
CH06	Bridge St	CH11	CH08						56	1		
CH07	Plumas Circle	CH06	CH06						21			
CH08	Frost Ave	CH06	CH05						8	1		
CH10	Stone Ave	SH036	CH06						2			
CH11	Melissa Ave	SH036	CH07						254	1		
CH13	First Ave	SH036	End						1064	12	4	2
CH14	Second Ave	CH19	CH17						44			
CH15	Third Ave	CH17	CH21						44			
CH16	Fourth Ave	CH19	CH18						35			
CH17	First St	CH13	CH15						36			
CH18	Second St	CH16	CH13						50			
CH19	Third St	CH13	CH16						73			
CH20	Fourth St	CH21	CH42						27			
CH21	Riverside Ave	CH15	CH20						44			2
CH22	Willow St	CH13	SH036						27	4		
CH23	Myrtle St	SH036	CH13						84	1		
CH24	Aspen St	SH036	CH13						220	4		
CH25	Cedar St	SH036	CH13						127			

Road No.	Name	From	To	Class	Actual Summer ADT	Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
CH26	Moody Meadow Rd	CH13	CH35						81	15		
CH27	Fir St	CH35	End						62	6		
CH28	Cross St	CH29	CH24						132	1		
CH29	First St	SH036	CH28						97	15		
CH30	Farrar Dr	SH036	CH32						97	1		
CH31	Richardson Way	CH29	CH30						53			
CH33	Pine Way	CH31	CH25						53			
CH34	Irwin Way	CH35	SH036						62			
CH35	Martin Way	SH036	CH29						342	22		
CH36	Glenwood Dr	SH036	CH38						403		383	
CH37	Brentwood Dr	CH38	End						18	6		
CH38	Edgewood Dr	CH36	End						105			
CH39	Inglewood Dr	CH40	CH38						35			
CH40	Riverwood Dr	CH38	SH036						88	7		
CH41	Willow Way.	SH036	SH036						4	5		10
CH42	Laurel Lane	CH20	CH22						27	1		
CH43	Reynolds Rd	SH036	End						109	1		
CH44	School St	CH28	End						55			
CH45		CH01	End						7			
CH46	Maywood Dr	CH38	End						44			
CH47	Jensen Rd	SH036	End						35	1		
CH48	Carol Ave	CH47	SH036						35			
CH49	Nancy Ave	CH48	SH037						21	1		
CH50		CH05	CH06							1		
CH51	Willholte Rd	CH13	CH54						178		10	
CH52	Purdy Rd	CH13	CH54						193			
CH53	Pehar Rd	CH13	CH52						105			
CH54	Watson Rd	CH13	SH036						357		10	

Road No.	Name	From	To	Class	Actual Summer ADT	Estmtd Inter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commer-cial	Indust-rial	Recre-ation
CH55	Andrews Rd	CH13	CH57						531			
CH56	Lorraine Dr	CH55	End						443			
CH57	Sherman Rd	CH56	CH54						149			
CH58	Pearl Rd	CH56	End						150			
CH59	Marie Rd	CH56	End						180			
CH60	Red Cedar Way	CH54	End						56			
CH61	Red Cedar Way	CH60	End						21			
CH62	Black Oak Dr	CH51	End						80		10	
CH63	Greg Birch Way	CH51	CH62						2			
CH64	Aldon Dr	SH036	End						53			
CH65		CH37	CH65							3		
CH66	Meadows St	CH07	CH11						25			
CH67	No Sierra Meadows Ln	CH11	End						44			
CH68	So Sierra Meadows Ln	CH11	End						44			
CH69	Chester Airport Rd	SH36	End								170	
CL01	Upper Main St	CL04	End						128	1		
CL02	Lower Main St	115	End						35	1		
CL03	Pine St	115	End						35			
CL04	Spruce St	115	End						175	1		
CM01	School St	CM04	CM03						53			
CM02	Crescent St	CM03	CM04						18			
CM03	Main St	SH089	SH089						83			
CM04	Carter St	SH089	End						264			
CM05	Block 5 St	CM04	CM04						38			
CM06	Old Green Mtn Rd	CM04	End						34			
CM07	Block 3 St	CM05	CM04						18			
CM08		SH089	End						18			
CM09		CM04	CM10						18			
CM10		CM01	CM02						9			
CM11		CM01	CM03						9			

Road No.	Name	From	To	Class	Actual Summer ADT	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
DE01	Delleker Rd	SH070	End				2000		564	20		
DE02	Escondido Way	DE01	End				600		36	5		
DE03	Montana Ct	DE02	End				600		21			
DE04	Arriba Ave	DE01	End				600		91			
DE05	Bella Vista Dr	DE01	DE04				600		175			
DE06	Lacara Ln	DE01	DE05				600		53			
DE07	Huerta Way	DE05	DE06				600		14			
DE08	Cuesta Way	DE05	DE06				600		35			
DE09	Colina Ct	DE05	End				600		21			
DE10	Delleker Prk Dr	SH070	End				600		357			
EQ01	Claremont Way	EQ04	End						220			
EQ02	Elm St	405	End						12			
EQ03	Alta Ave	405	SH070						70	4	45	5
EQ04	Mill Creek Rd	405	End						693	14	89	10
EQ05	1 Pioneer Rd	405	EQ29						181	1		
EQ05	2 Pioneer Rd	EQ29	EQ09									22
EQ05	3 Pioneer Rd	EQ09	End						205			
EQ06	Rogers Ave	405	EQ05 1						6	1		
EQ07	Redberg Ave	SH070	EQ05 1						219	2		
EQ08	Manzanita Way	EQ29	EQ07						30			
EQ09	Plu Fairgrnd Rd	SH070	End						298	1		88
EQ10	Cedar St	EQ16	End						57			
EQ11	First St	SH070	End						713	1		3
EQ12	1 Pine St	End	EQ11						72			
EQ12	2 Pine St	EQ11	EQ19						215			
EQ12	3 Pine St	EQ19	End						150	2		
EQ13	Center St	EQ18	EQ04						389			
EQ14	Mansell St	EQ11	EQ18						52			

Road No.	Name	From	To	Class	Actual Summer ADT	Limtd Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commer-cial	Indust-rial	Recre-ation
EQ15	Second St	EQ14	EQ10						30			
EQ16	Third St	EQ12	End						70			
EQ17	Fourth St	EQ14	EQ12						35			
EQ18	Fifth St	EQ14	EQ12						128			
EQ19	Reuse St	EQ12 3	SH070						392	3		
EQ20	Old Highway	SH070	End						308			
EQ21	Katherine St	EQ10	EQ26						35			
EQ22	Karen St	EQ10	EQ26						35			
EQ23	Sylvan Way	405A	End						33			
EQ24	Meadow Ln	405	End						4	2		
EQ25	Clough St	SH070	End						90	1		
EQ26	Crawford St	EQ11	End						48			
EQ27	Abernethy Ln	End	SH070							1	6	
EQ28	Su Reaberg Ave	End	SH070						53	10		
EQ29	West St	EQ08	EQ05 1						1			
EQ30	Weldon Ave	EQ06	EQ05						6			
EQ31	Mac Ln	EQ11	End						9			
EQ32	Ponderosa St	EQ16	EQ25						4			
EQ33		EQ09	EQ33									28
EQ34		EQ33	EQ33									5
EQ35	Bresciani Circle	405	405						38		1	
EQ36	Bresciani Ln	405A	End								15	
EQ37	Sierra Way	End	End						74			
GE01	Iroquois Trail	SH089	End						968	2		5
GE02	Chinook Trail	GE01	GE01						44			
GE03	Apache Trail	GE01	GE01						30			
GE04	Navajo Trail	GE01	End						259			
GE05	Osage Trail	GE01	GE08						35			

Road No.	Name	From	To	Class	Actu Summer ADT	Estimtd Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commer-cial	Indust-rial	Rcre-ation
GE06	Hupa Trail	GE04	End						80			
GE07	Hopi Trail	GE06	End						9			
GE08	Shawnee Trail	GE01	GE06						35			
GE09	Sioux Trail	GE01	End						350			
GE10	Seminole Trail	GE09	End						29			
GE11	Tomahawk Trail	GE01	GE01						44			
GE12	Lassik Trail	GE14	End						14			
GE13	Wailaki Trail	GE14	End						14			
GE14	Maidu Trail	SH089	GE19						388	5		
GE15	Porro Trail	GE14	End						299			
GE16	Mimok Trail	GE15	GE15						58			
GE17	Shoshoni Trail	GE15	End						23			
GE18	Moccasin Trail	GE19	End						47			
GE19	Paiute Trail	GE46	GE23						459			
GE20	Washo Trail	GE19	End						12			
GE21	Wintun Trail	GE19	GE28						72			
GE22	Yurok Trail	GE46	GE23						14			
GE23	Tolowa Trail	SH089	End						606			
GE24	Karok Trail	GE23	End						12			
GE25	Yokut Trail	GE46	GE23						47			
GE26	Walnut Trail	GE25	End						12			
GE27	Shasta Trail	GE46	SH089						412			
GE28	Koromino Trail	GE27	GE27						105			
GE29	Mattole Trail	GE27	GE28						35			
GE30	Hoban Trail	GE27	End						40			
GE32	W. Chilula Trail	GE23	End						35			
GE33	E. Chilula Trail	GE23	End						19			

Road No.	Name	From	To	Class	Actu. Summer ADT	.stimtd Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commer- cial	Indust- rial	Rcre- ation
GE34	Kato Trail	GE27	GE23						109			
GE35	Nozl Trail	GE34	End						35			
GE36	Klumath Trail	GE23	GE34						123			
GE37	Nongatl Trail	GE23	End						18			
GE38	Mohave Trail	GE23	GE42						144			
GE39	Huchnom Trail	GE23	GE41						82			
GE40	Kusa Trail	GE39	End						31			
GE41	Modoc Trail	GE38	End						31			
GE42	Wishram Trail	GE46	End						225			
GE43	Wappo Trail	GE19	GE42						26			
GE44	Papoose Trail	GE42	End						65			
GE45	Yana Trail	GE46	End						12			
GE46	Yonkalla Trail	SH089	End						1031			11
GV01	Aycob Alley	SH089	SH089						109	1		
GV02	Church St	GV04	GV07						21			
GV03	Hamblin Ave	GV06	GV05						18			
GV04	Bush St	GV05	112						44			
GV05	Grand St	SH089	GV04						167	1		
GV06	Jessie St	SH089	GV04						54			
GV07	Pine St	112	SH089						21	2		
GV08	Bicwell St	112	SH089						18	1		
GV09	Mill St	SH089	202						41	2		
GV10	Hillside Dr	SH089	End						58	1		
GV11	Larson Ave	202	GV18						67			
GV12	Forgay Ave	GV16	202						53			
GV13	Hudson Ave	202	GV14						53			
GV14	Higbie Ave	202	GV18						14			
GV15	First St	GV14	GV11						35			

Road No.	Name	From	To	Class	Actu Summe. ADT	Estd Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commer- cial	Indust- rial	Recre- ation
GV16	Second St	GV18	GV14						18			
GV17	Williams Way	GV14	GV11						18			
GV18	Kinder Ave	202	GV14						146	2	1	
GV19	Hot Springs Rd	SH089	End						627	5		22
GV20	Stancart Mine Rd	SH089	End						179			
GV21	Humphrey Circle	SH089	SH089						32	6		
GV22	Franklin Alley	SH089	GV09						3	1		
GV23	Landon Alley	GV11	GV14						18			
GV24	Third St	GV13	GV18						7			
GV25	Justice Lane	SH089	End							1		
GV26		GV19	GV19						109			
GV27	Hideaway	215	End						35			
GV28	Cedar Dr	215	End						35			
HB01	Mary Ann Lane	313	End						347			
HB02	Hillcrest Dr	HB01	End						66			
HB03	Lake View Way	313	End						45			
HB04	Woodlake Dr	HB01	HB01						92			
HB05	Evergreen Circle	HB04	End						15			
HB06	Cedar Lane	321	313						58			
HB07	Park Hill Dr	HB04	HB04						30			
HB08	Fir Lane	HB01	HB07						21			
HB09	Parkside Way	313	HB04						50			
HB10	Cher Mur Lane	321	End						15			
HB11	Springwood Circle	HB06	End						14			
IF01	Third St	IF03	IF06						30			
IF02	Fourth St	IF03	IF07						55			
IF03	Carrol Ave	IF01	End						19			
IF04	Indian Falls Rd	SH089	End						127			

Road No.	Name	From	To	Class	Actual Summer ADT	Estimated Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
IF05	Hannon Ave	End	End						21			
IF06	Reeder Ave	End	IF08						30			
IF07	Thompson Ave	IF02	IF08						7			
IF08	Fifth St	IF04	End						6			
IF09	Fifth St	IF07	End						2			
JV01	Eureka St	506	End						31			
JV02	Church St	506	JV03						27			
JV03	Arastma St	506	506						28			
JV04	School St	JV02	JV03						6			
JV05	Bridge St	End	End						25			
JV06	Pine St	JV02	JV03						8			
LP01	Aristocracy Dr	511	End						48			
LP02	Warren Hill Rd	511	LP04						[illegible]	1		
LP03	First Ave	513	LP02						4	1		
LP04	Second Ave	513	End						9			
LP05	Mooreville Rd	511	End						89	1		
LP06	Prineau Dr	LP01	LP07						22			
LP07	Gold St	511	End						13			
LP08	Glenwood Way	LP05	End						16			
LT01	Lakeview Terrace	313A	LT02						80			
LT02	Lakeview Dr	LT01	LT03						150			
LT03	Cove St	LT02	313A						79			
MH01	Highland Rd	216	End						7			
MH02	Mt Hough Circle	216	End						13			
MH03	Mountain View Rd	216	End						37			
MH04	Valley View Rd	MH03	216						2			
MR01	Wagon Rd	CH02	8154						170			
MR02	Meadow Rd	MR01	End						27			

Road No.	Name	From	To	Class	Actual Summer ADT	Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commercial	Industrial	Recreation
MR03	Settlers Rd	MR02	End						67			
PE01	Pinion Pine Circle	PE04	PE02						22			
PE02	Sugar Pine Dr	PE04	PE11						145			
PE03	Cedar Lane	PE04	PE04						53			
PE04	Lundy Lane	502	End						460			
PE05	Evergreen Circle	502	502						84			
PE06	Mauora Lake Rd	502	End						52			
PE07	Timber Lane	PE05	PE06						26			
PE08	Pine Tree Ct	PE05	End						14			
PE09	Cottonwood Dr	502	PE04						503			12
PE10	Ponderosa Dr	PE02	End						34			
PE11	Sugar Pine Ct	PE02	End						21			
PH01	Wolf Ave	127	PH04				600		35			
PH02	Cougar Way	127	PH01				600		36			
PH03	Bear Way	127	PH01				600		44			
PH04	Grizzly Way	127	End				600		46			
PH05	Otter Way	PH01	End				600		32			
PL01	Pineleaf Dr	End	414						116			
PL02	Spanish View Dr	PL01	414						44			
PL03	Ada Lane	PL02	413						21			
PL04	Spanish View Cir	PL02	End						6			
PL05	Ada Circle	PL03	End						5			
PL06	Abbett Lane	End	PL01						61			
PL07	Silver Circle	End	PL06						4			
PR01	Carol Lane West	405A	End						78			
PV01	Terrace Dr	PV04	PV05						26			
PV03	Center St	PV01	310						34			
PV04	West St	305	PV05						15			

Road No.	Name	From	To	Class	Actu Summe. ADT	stimtd Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwing Units	Commer- cial	Indust- rial	Rcre- ation
PV05	Scott Dr	PV04	PV06						15			
PV06	East St	PV05	310						21			
PV07	Ashley Dr	310	End						7			
QU01	Bradley St	SH070	QU03 2						195	4		
QU03 1	Jackson St	QU34	End						199			
QU03 2	Jackson St	QU14	QU08						195	3		
QU03 3	Jackson St	QU08	418						38			
QU04	East High St	QU13	QU10						248	6		
QU05	Davis St	QU03 3	411						7			
QU06	Myers St	411	QU03 3						10			
QU07	Buchanan St	411	QU21						219	1		
QU08	Court St	QU03 2	SH070						75	3		
QU09	Oddie Way	QU04	End						35			
QU10	Harbison Ave	QU04	SH070						268	3		
QU11	Fillmore St	SH070	QU04						42	1		
QU12	Church St	QU04	SH070						42	2		
QU13	East St	SH070	End						110	1		
QU14 1	Roche Ave	SH070	QU03 2						110	1		
QU14 2	Roche Ave	QU03 2	QU31						68			
QU15	Plumas Ave	QU16	SH070						14	1	3	
QU16	Leonard Ave	SH070	QU15						7	1	1	
QU17	Railway Ave	SH070	End						150			
QU18	Goodwin Ave	QU07	End						18			
QU19	West High St	QU29	End						34			
QU20	Monte Vista Ave	QU25	End						52			
QU21	Edwards Ave	End	End						127			
QU22	Sierra Way	QU20	End						3			
QU23	Boyle St	QU24	QU26						35			

Road No.	Name	From	To	Class	Actual Summer ADT	Actual Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwing Units	Commercial	Industrial	Recreation
QU24	Foothill Way	QU20	QU23						18			
QU25	Coburn St	QU03 2	End						167			
QU26	Alder St	QU04	End						141	5		
QU27	Oak St	QU26	End						21			
QU28	Cate St	QU13	End						9			
QU29	Lee Ave	QU03 3	End						14			
QU30	Lindan Ave	SH070	End						18	1		
QU31	Louisiana Ave	QU14 2	End						61			
QU32	Alder Ct	QU26	End						12			
QU33	Stephan Way	QU26	End						35			
QU34	Claremont Dr	SH070	QU46						234	4		
QU35	Crestview Dr	QU34	End						69			
QU36	Cloman Ave	SH070	SH070							1		
QU37	So Lindan Ave	SH070	QU03 1						417	2		
QU38	Central Ave	QU37	QU34						109			
QU39		SH070	End							5		
QU40	Grover Alley	QU01	QU10							1		
QU41	Baker Way	QU03 2	QU12						7	1		
QU42	Lee Circle	QU29	QU29						7			
QU43	Plumle Way	SH070	End							1		
QU44	Lindan Lane	QU03 1	QU35						9			
QU45		SH070	End						221			
QU46	Nugget Lane	QU34	End						129	2		
QU47	Summerfield Lane	QU17	End						82			
SS01	Silvertip Sprg Dr	514	End						314			130
SS02	Tamarack Way	SS01	End						255			
SS03	Gold Mountain Rd	SS02	End						120			
TV01	Anne St	207	TV07						67			

Road No.	Name	From	To	Class	Actu Summe. ADT	stimtd Winter ADT	Present Safe Capacity	Present Deficiencies	Potential Dwlng Units	Commer- cial	Indust- rial	Recre- ation
TV02	Nelson St	207	End						269			
TV03	Thomson St	TV04	End						172			
TV04	Warren St	TV01	TV08						30			
TV05	Carrie St	TV03	211						9			
TV06	Portsmouth St	TV01	TV08						178			
TV07	Hutchins St	TV01	TV02						7			
TV08	Cemetery St	TV04	207						16			
TV09	Fisher Alley	211	TV03						6	1		
WE01	Fawn Lane	112	End				1000		46			
WE02	Chipmunk Lane	112	End				1000		6			
WE10	Valley View Dr	112	End				1000		98			
WE11	Sierra Ct	WE10	End				1000		9			
	"C-Road"	SH070	115						338			13

PLUMAS COUNTY GENERAL PLAN

APPENDIX IV

HOUSING

FEES

PLUMAS COUNTY ENGINEERING DEPARTMENT

Checking construction & improvement plans	$100 - $2 per 100 lineal foot of new construction
Checking FINAL MAPS	200 + $2 per lot
Inspection fee for existing construction cost including grading, drainage, road construction, sewage collection & treatment systems, water treatment & distribution systems & other appurtenances.	1-1/2% for under $100,000 1% for over $100,000
Resubmittal - Checking final maps	$50 - additional fee of $5 each subsequent resubmittal

PLUMAS COUNTY LOCAL AGENCY FORMATION COMMISSION
(Pursuant to C-K LGRA of 1985, Sections 56383 & 56654.)

ANNEXATION or DETACHMENT	
By resolution of application or petition, with public hearing.	$100
By resolution of application or petition, WITHOUT public hearing	80
INCORPORATION.	500
DISTRICT FORMATION	150
CONSOLIDATION/MERGER/DISSOLUTION/SUBSIDIARY DISTRICT	100
REORGANIZATION (Two or more changes of organization included in 1 proposal)	100
ACTIVATION OF LATENT POWER(S).	100
SPHERE OF INFLUENCE REVISION (When not part of a periodic review.) (Applications are made by resolution from affected district.).	Actual Cost
PUBLIC HEARING (If required by special request.)	Publication Costs

* * * * *

PETITION FILING FEES - In addition to any proposal processing fee, EACH application submitted is to be charge a fee for verification of the signatures by the Registrar. . . . . $10 + .15 per signature

* * * * *

ENVIRONMENTAL REVIEW - Environmental assessment fees are to be as provided by the Plumas County Resolution (Res. 79-3243, Eff. 8-16-79).

Negative Declaration (Res 3197)	$ 75 +	Cost in excess of 75
Environmental Impact Report (Res 3197). . .	250 +	Cost in excess of 250

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PAYMENT OF FEES - Fees are due when proposals are submitted to LAFCO. A supplemental fee may be charged and collected prior to the LAFCO hearing if additional actions are required.

(Adopted by LAFCO on June 1, 1983)

STATE BOARD OF EQUALIZATION
(Government Code Section 54902.5, Effective July 1, 1984)

Single area transactions:

ACREAGE	FEE
0 - 10	$ 160.00
11 - 20	$ 180.00
21 - 60	$ 250.00
61 - 100	$ 350.00
101 - 660	$ 480.00
661 - 1500	$ 700.00
1501 - 3000	$ 900.00
3001 - 6000	$1,200.00
over 6000	$1,750.00

Dissolutions or consolidations, per district or zone. . . $170.00

See Section 3 for definitions and modifications of the fees under certain circumstances. A separate fee must be computed for each ordinance or

FEE SCHEDULE

Res. 88-4305 effective November 1, 1988

PLUMAS COUNTY PLANNING DEPARTMENT

Make check payable to PLUMAS COUNTY

Fees are non-refundable.

No fees are charged State, County or Local agencies.

APPEAL	$100
CAMPGROUND	$250 - $25 per space
CERTIFICATE OF COMPLIANCE	$250 - $25 per lot
DEVELOPMENT AGREEMENT	$250 + $2 per acre
DEVELOPMENT AGREEMENT AMENDMENT	$100
ENVIRONMENTAL IMPACT REPORT	$1,000 - time/materials

Time & materials: staff time.....$25 per hour
reproduction.....$0.10 per page or printing cost
publication.....cost
mailing.....postage
consultant.....cost

EXTENSION OF TIME to record a final map	$100
GENERAL PLAN AMENDMENT/ZONE CHANGE	$1,000 + $2 per acre
HYDROELECTRIC PROJECT	$1,000 - $1,000 per megawatt
INCOMPLETE APPLICATION: Requesting required information	$50
LOT LINE ADJUSTMENT	$250 + $25 per resultant parcel
MODIFICATION PERMIT	$250
PERMIT TO MINE/RECLAMATION PLAN Without Special Use Permit With Special Use Permit	 $500 + $50 per acre $50 per acre
PLANNED DEVELOPMENT - no land division	$500 + $5 per acre
PLANNED DEVELOPMENT - land division (see Tentative Maps)	
RECONSIDERATION of a TENTATIVE MAP (not recorded)	$250 - $25 per resultant parcel
REVERSION to ACREAGE	$250 + $25 per resultant prcl
SPECIAL USE PERMIT	$500
SPECIAL USE PERMIT AMENDMENT	$250
TENTATIVE MAPS & AMENDMENT or MODIFICATION of RECORDED MAPS	$500 - $50 per lot/parcel for 1 - 100 lots $500 - $10 per lot for over 100 lots
VARIANCE	$250
ZONE CHANGE or PLANNING & ZONING CODE AMENDMENT	$500

See reverse side for Engineering Dept, LAFCO, State Bd/Equalization fees.

PLUMBING:

Water Heater (solar)...$16.50	Gas Piping System.....$20.00
Traps.....$ 3.00	Water Piping System.....$20.00
Gas Range.....$ 5.00	Gas Furnace.....$20.00
Gas Water Heater..... $ 5.00	

BLUE PRINTS:

SIZE	ONE PRINT	EACH ADDITIONAL PRINT
11" X 17"	$1.25	$ .75
18" X 26"	$1.25	$ .75
24" X 36"	$2.50	$ 2.00

OTHER SIZES:

Cut Sizes -- $1.50 **plus** .25 cents/sq. ft.

SIGNS: If over $500 see Valuation Sheet
If at or under $500 Valuation.....$24.75

Woodstove Only.....$20.00
Flue Only.....$20.00
Combined Woodstove & Flue Installation.....$30.00
Fireplace - (stone, brick, etc.).....$20.00
Domestic Well.....$20.00
Septic Systems - Application and Permit Fee.....$60.00

THIS FEE APPLIES TO NEW TANK AND LEACHFIELD AND ALSO TO REPLACEMENT SYSTEMS. REFER TO ENVIRONMENTAL HEALTH DEPARTMENT FOR QUESTIONS.

MOBILEHOMES: (Per Title 25)

Singlewide Installation - allows 1 inspection.....$120.00
Multiwide Installation - allows 2 inspections..... $180.00
Reinpsection Fee.....$60.00
1/2 Hour Charge.....$30.00

Septic Systems, foundation, power poles, new gas piping system, new electrical system, garages, and sheds -- **ALL** fees are figured independently of the Mobilehome Installation for permit purposes.

NOTES

When in doubt on a valuation, consult the Building Official and check previous permits on similar projects. Where possible, use contract price for valuation if it is greater than the Department's valuation.

A permit is required for all structures regardless of size.

A **NO-FEE** Permit may be issued for a non-habitable structure less than 200 square feet total. Such a structure must meet Zoning and Set-Back requirements.

SCHEDULE OF BUILDING PERMIT FEES

RESIDENTIAL:

Habitalbe Areas.....$39.00/sq. ft.
Finished Basement (plumbing, electrical).....$39.00/sq. ft.
Unfinished Basement (storage only).....$13.00/sq. ft.

ON ABOVE VALUATIONS PLUMBING & ELECTRICAL FIXTURES INCLUDED

Remodel, alterations (cut outlets, traps, etc.).....$16.00/sq. ft.
(Outlets 50 cents, Traps $3.00)

GRADING FEES -- Per 1985 Uniform Building code - See Chapter 70

Foundation	$4.00/sq. ft.	Decks, Porches (open)	$4.00/sq. ft.
Garage	$11.00/sq. ft.	Decks, Porches (covered)	$6.00/sq. ft.
Carport	$7.00/sq. ft.	Roofs (structural)	$7.00/sq. ft.
Ramada	$7.00/sq. ft.	Re-Roof (No Ice Dam)	NO FEE
Shed	$7.00/sq. ft.	Re-Roof (With Ice Dam)	NO FEE
Storage Area	$7.00/sq. ft.	Greenhouse/Cabana	$20.00/sq. ft.
Breezeway	$7.00/sq. ft.	Add. to Habitable Area	$31.00/sq. ft.
Barns	$7.00/sq. ft.	IF ADDITION IS OVER 50% OF EXISTING STRUCTURE	$39.00/sq. ft.

COMMERCIAL:

Apartments	$54.00/sq. ft.	Stores	$37.00/sq. ft.
Hotels & Motels	$42.00/sq. ft.	Churches	$38.00/sq. ft.
Medical Offices	$50.00.sq. ft.	Banks	$58.00/sq. ft.
Professional Offices	$37.00/sq. ft.	Commercial Remodel	$25.00/sq. ft.
Restaurants	$47.00/sq. ft.	Warehouses-metal & wood	$16.00/sq. ft.

COURTESY INSPECTIONS, PRE-INSPECTIONS, OR RE-INSPECTIONS SHALL BE CHARGED AT THE RATE OF $40.00 MINIMUM AND FOR EACH HOUR THEREAFTER, $22.00/HOUR.

SPECIAL FEES

ELECTRICAL:

Outlets, switches & lights	50 cents each	Electrical Upgrade	$30.00
		Temporary Const. Power	$30.00
Range	$5.00 each	New electrical Service	$30.00
Heater	$3.00 each	New Electrical Service and Three (3) Phase	$30.00
Water Heater	$5.00 each		
Furnace	$10.00 each		

MINIMUM PERMIT ISSUANCE FEE.....$20.00

NOTE: Assessory or Agricultural Buildings with a floor area of 200 sq. feet or less - we will issue a **NO FEE PERMIT**. This permit still requires an application and plot plan to be approved by the Planning Department. Applicant will need to meet set-back requirements and will have to be six (6) feet from any other building on the property. The second permit permit will require the individual to obtain a building permit for a fee based on square footage. **(ORDINANCE NO. 87-683)**

PLUMAS COUNTY BUILDING DEPARTMENT

FEE SCHEDULE

VALUATION	PLAN CHECK	FEE	TOTAL
1.00 to and including 500.	9.75	15.00	24.75
More than 500 to and including 600	11.05	17.00	28.05
More than 600 to and including 700	12.35	19.00	31.35
More than 700 to and including 800	13.65	21.00	34.65
More than 800 to and including 900	14.95	23.00	37.95
More than 900 to and including 1,000	16.25	25.00	41.25
More than 1,000 to and including 1,100	17.55	27.00	44.55
More than 1,100 to and including 1,200	18.85	29.00	47.85
More than 1,200 to and including 1,300	20.15	31.00	51.15
More than 1,300 to and including 1,400	21.45	33.00	54.45
More than 1,400 to and including 1,500	22.75	35.00	57.75
More than 1,500 to and including 1,600	24.05	37.00	61.05
More than 1,600 to and including 1,700	25.35	39.00	64.35
More than 1,700 to and including 1,800	26.65	41.00	67.65
More than 1,800 to and including 1,900	27.95	43.00	70.95
More than 1,900 to and including 2,000	29.25	45.00	74.25
More than 2,000 to and including 3,000	35.10	54.00	89.10
More than 3,000 to and including 4,000	40.95	63.00	103.95
More than 4,000 to and including 5,000	46.80	72.00	118.80
More than 5,000 to and including 6,000	52.65	81.00	133.65
More than 6,000 to and including 7,000	58.50	90.00	148.50
More than 7,000 to and including 8,000	64.35	99.00	163.35
More than 8,000 to and including 9,000	70.20	108.00	178.20
More than 9,000 to and including 10,000	76.05	117.00	193.05
More than 10,000 to and including 11,000	81.90	126.00	207.90
More than 11,000 to and including 12,000	87.75	135.00	222.75
More than 12,000 to and including 13,000	93.60	144.00	237.60
More than 13,000 to and including 14,000	99.45	153.00	252.45
More than 14,000 to and including 15,000	105.30	162.00	267.30
More than 15,000 to and including 16,000	111.15	171.00	282.15
More than 16,000 to and including 17,000	117.00	180.00	297.00
More than 17,000 to and including 18,000	122.85	189.00	311.85
More than 18,000 to and including 19,000	128.70	198.00	326.70

No insulation fee will be charged for additions or remodels unless existing structure required insulation (Circa 1975). Insulation will be required and fee paid for inspection if alteration is greater than 50% of the existing square footage.

WELLS:

Minimum depth is 50-feet. Licensed Contractor is to be named on application and permit. If used with a community water system, double safety check valve is required and to be approved by the Building Department. Inspection required.

To **ABANDON** a well, a $30.00 permit is required with an inspection. Fill the well with rock, sand and gravel. Top 20 feet of the well must be concreted solidly.

The minimum residential dwelling size is 220 square feet, with an attached bathroom not less than 40 square feet in size.

SMIP FEE -- STRONG MOTION INSTRUMENTAL PROGRAM:

Fifty cents through valuation of 7,142.85, above a valuation of 7,200 -- 0.00007 times that valuation.

4/89

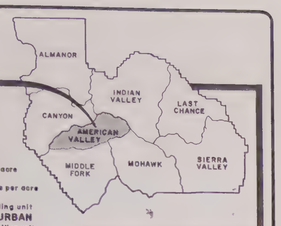
VALUATION	PLAN CHECK	FEE	TOTAL
More than 55,000 to and including 56,000	286.98	441.50	728.48
More than 56,000 to and including 57,000	289.90	446.00	735.90
More than 57,000 to and including 58,000	292.83	450.50	743.33
More than 58,000 to and including 59,000	295.75	455.00	750.75
More than 59,000 to and including 60,000	298.68	459.50	758.18
More than 60,000 to and including 61,000	301.60	464.00	765.60
More than 61,000 to and including 62,000	304.53	468.50	773.03
More than 62,000 to and including 63,000	307.45	473.00	780.45
More than 63,000 to and including 64,000	310.38	477.50	768.38
More than 64,000 to and including 65,000	313.30	482.00	795.30
More than 65,000 to and including 66,000	316.23	486.50	802.73
More than 66,000 to and including 67,000	319.15	491.00	810.15
More than 67,000 to and including 68,000	321.75	495.50	817.25
More than 68,000 to and including 69,000	325.00	500.00	825.00
More than 69,000 to and including 70,000	327.93	504.50	832.43
More than 70,000 to and including 71,000	330.85	509.00	839.85
More than 71,000 to and including 72,000	333.78	513.50	847.28
More than 72,000 to and including 73,000	336.70	518.00	854.70
More than 73,000 to and including 74,000	339.63	522.50	862.13
More than 74,000 to and including 75,000	342.55	527.00	869.55
More than 75,000 to and including 76,000	345.48	531.50	876.98
More than 76,000 to and including 77,000	348.40	536.00	884.40
More than 77,000 to and including 78,000	351.33	540.50	891.83
More than 78,000 to and including 79,000	354.25	545.00	899.25
More than 79,000 to and including 80,000	357.18	549.50	906.68
More than 80,000 to and including 81,000	360.10	554.00	914.10
More than 81,000 to and including 82,000	363.03	558.50	921.53
More than 82,000 to and including 83,000	365.95	563.00	928.95
More than 83,000 to and including 84,000	368.88	567.50	936.38
More than 84,000 to and including 85,000	371.80	572.00	943.80
More than 85,000 to and including 86,000	374.73	576.50	951.23
More than 86,000 to and including 87,000	377.65	581.00	958.65
More than 87,000 to and including 88,000	380.58	585.50	966.08
More than 88,000 to and including 89,000	383.50	590.00	973.50
More than 89,000 to and including 90,000	386.43	594.50	980.93

VALUATION	PLAN CHECK	FEE	TOTAL
More than 19,000 to and including 20,000	134.55	207.00	341.55
More than 20,000 to and including 21,000	140.40	216.00	356.40
More than 21,000 to and including 22,000	146.25	225.00	371.25
More than 22,000 to and including 23,000	152.10	234.00	386.10
More than 23,000 to and including 24,000	157.95	243.00	400.95
More than 24,000 to and including 25,000	163.80	252.00	415.80
More than 25,000 to and including 26,000	168.03	258.50	426.53
More than 26,000 to and including 27,000	172.25	265.00	437.25
More than 27,000 to and including 28,000	176.48	271.50	447.98
More than 28,000 to and including 29,000	180.70	278.00	458.70
More than 29,000 to and including 30,000	184.93	284.50	469.43
More than 30,000 to and including 31,000	189.15	291.00	480.15
More than 31,000 to and including 32,000	193.38	297.50	490.88
More than 32,000 to and including 33,000	197.60	304.00	501.60
More than 33,000 to and including 34,000	201.83	310.50	512.33
More than 34,000 to and including 35,000	206.05	317.00	523.05
More than 35,000 to and including 36,000	210.28	323.50	533.78
More than 36,000 to and including 37,000	214.50	330.00	544.50
More than 37,000 to and including 38,000	218.73	336.50	555.23
More than 38,000 to and including 39,000	222.95	343.00	565.95
More than 39,000 to and including 40,000	227.18	349.50	576.68
More than 40,000 to and including 41,000	231.40	356.00	587.40
More than 41,000 to and including 42,000	237.58	365.50	603.08
More than 42,000 to and including 43,000	239.85	369.00	608.85
More than 43,000 to and including 44,000	244.08	375.50	619.58
More than 44,000 to and including 45,000	248.30	382.00	630.30
More than 45,000 to and including 46,000	252.53	388.50	641.03
More than 46,000 to and including 47,000	256.75	395.00	651.75
More than 47,000 to and including 48,000	260.98	401.50	662.48
More than 48,000 to and including 49,000	265.20	408.00	673.20
More than 49,000 to and including 50,000	269.43	414.50	683.93
More than 50,000 to and including 51,000	272.35	419.00	691.35
More than 51,000 to and including 52,000	275.28	423.50	698.78
More than 52,000 to and including 53,000	278.20	428.00	706.20
More than 53,000 to and including 54,000	281.13	432.50	713.63
More than 54,000 to and including 55,000	284.05	437.00	721.05

VALUATION	PLAN CHECK	FEE	TOTAL
More than 90,000 to and including 91,000	389.35	599.00	988.35
More than 91,000 to and including 92,000	392.28	603.50	995.78
More than 92,000 to and including 93,000	395.20	608.00	1,003.20
More than 93,000 to and including 94,000	398.13	612.50	1,010.63
More than 94,000 to and including 95,000	401.05	617.00	1,018.05
More than 95,000 to and including 96,000	403.65	621.50	1,025.15
More than 96,000 to and including 97,000	406.90	626.00	1,032.90
More than 97,000 to and including 98,000	409.83	630.50	1,040.33
More than 98,000 to and including 99,000	412.75	635.00	1,047.75
More than 99,000 to and including 100,000.	415.68	639.50	1,055.18

NOTE: All valuations over 100,000 the charge will be figured at $5.00 per 1,000 valuation or any portion thereof.

AMERICAN VALLEY



LAND USE

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PLUMAS COUNTY GENERAL PLAN

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PLUMAS COUNTY PLANNING DEPARTMENT

ADOPTED BY BOARD OF SUPERVISORS RESOLUTION 83-3721

DATE	RESOLUTION	AMENDED DATE	AMENDED RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION
12-18-84	84-3831	10-8-91	91-5237				
11-8-85	85-3935	12-3-91	91-5246				
5-6-86	86-4012						
4-7-87	87-4123						
12-13-88	88-4327						
4-18-89	89-4364						

SCALE: 1/2" = 1 mi.

DETAIL 1
SCALE: 2" = 1 mi.

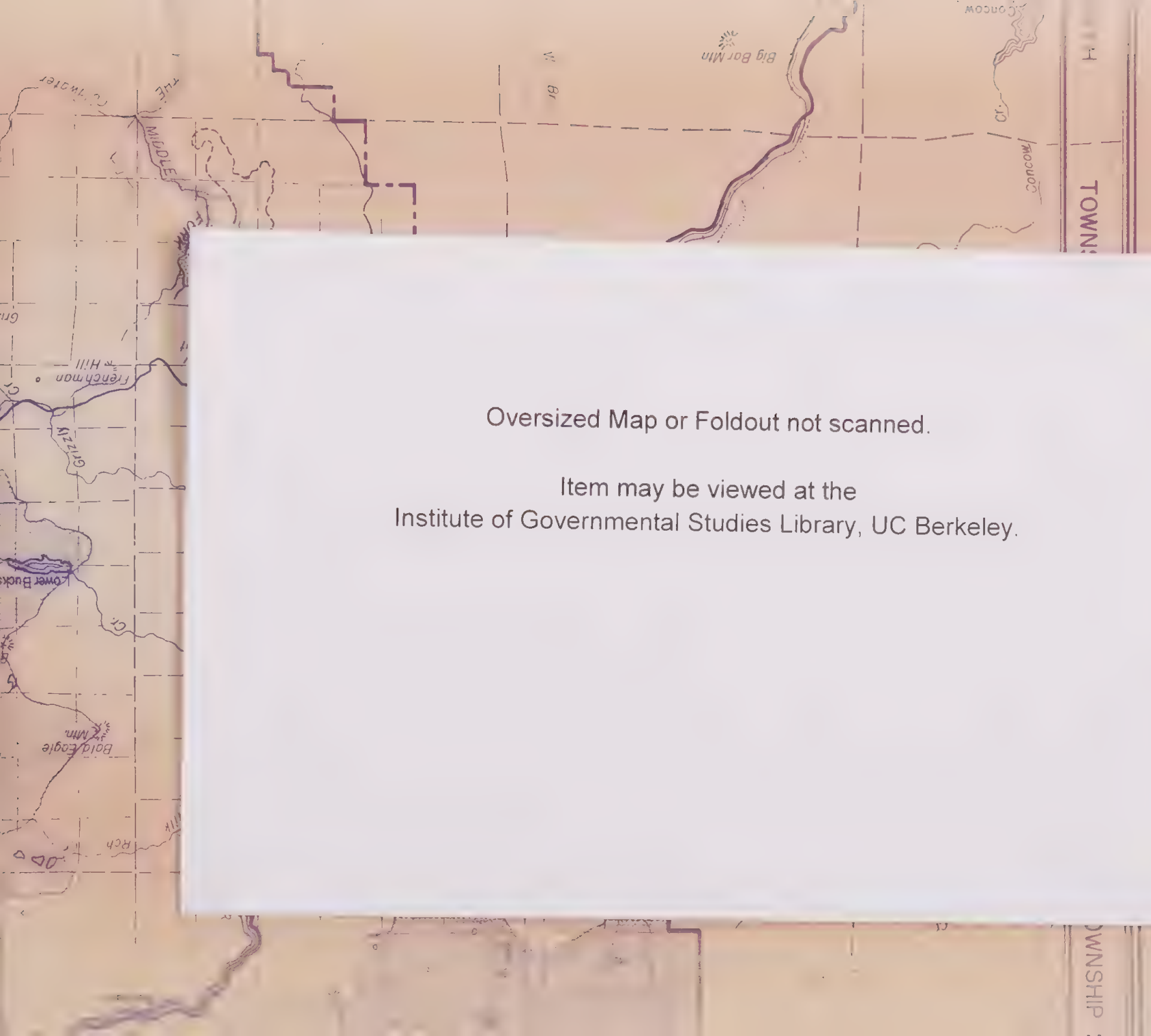
DETAIL 2
SCALE: 4" = 1 mi

DETAIL 3
SCALE: 2" = 1 mi.

DETAIL 4
SCALE: 2" = 1 mi.

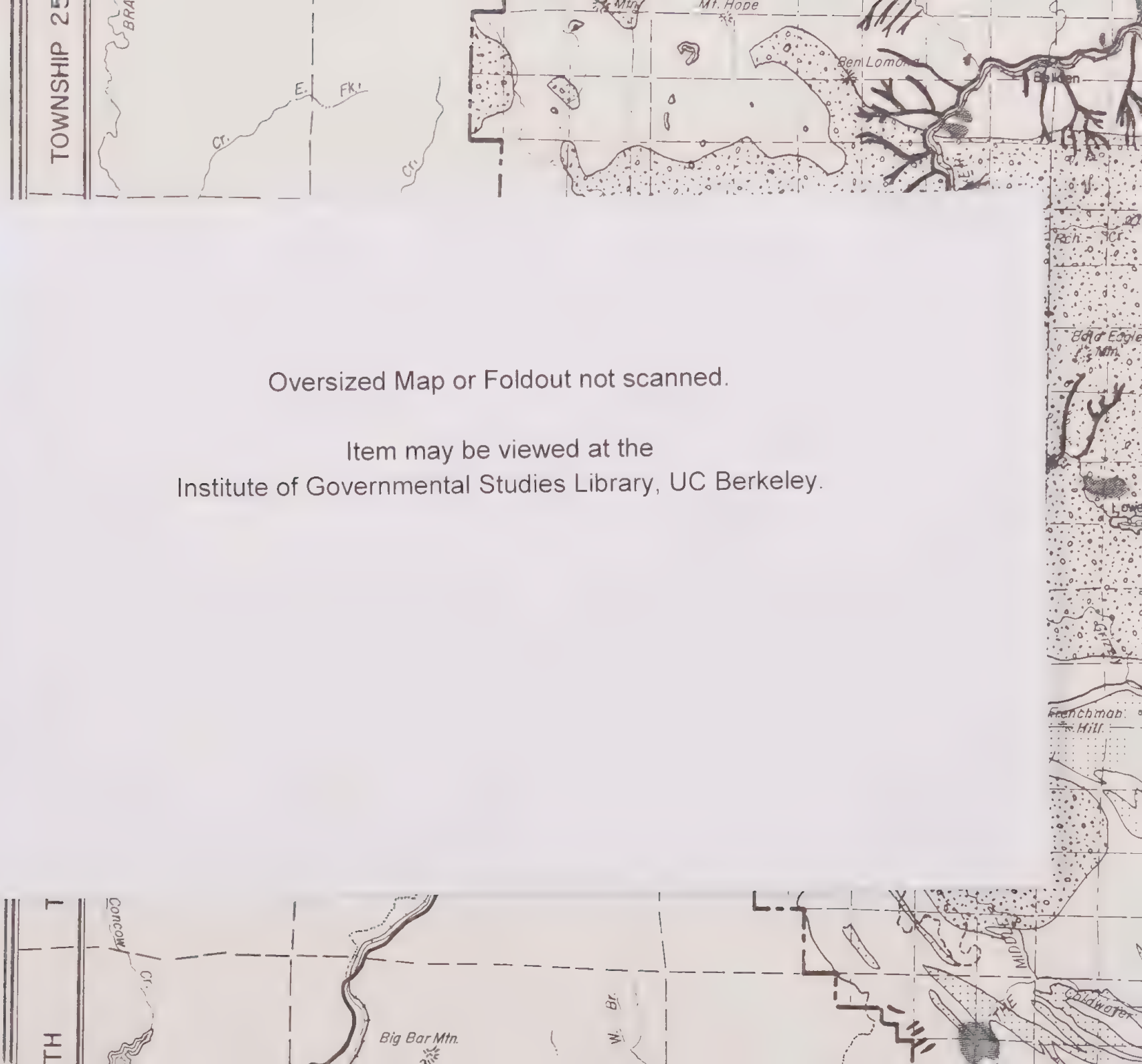
DETAIL 5
SCALE: 2" = 1 mi.

drawn by Terry L. Owens, June 1984



Oversized Map or Foldout not scanned.

Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.



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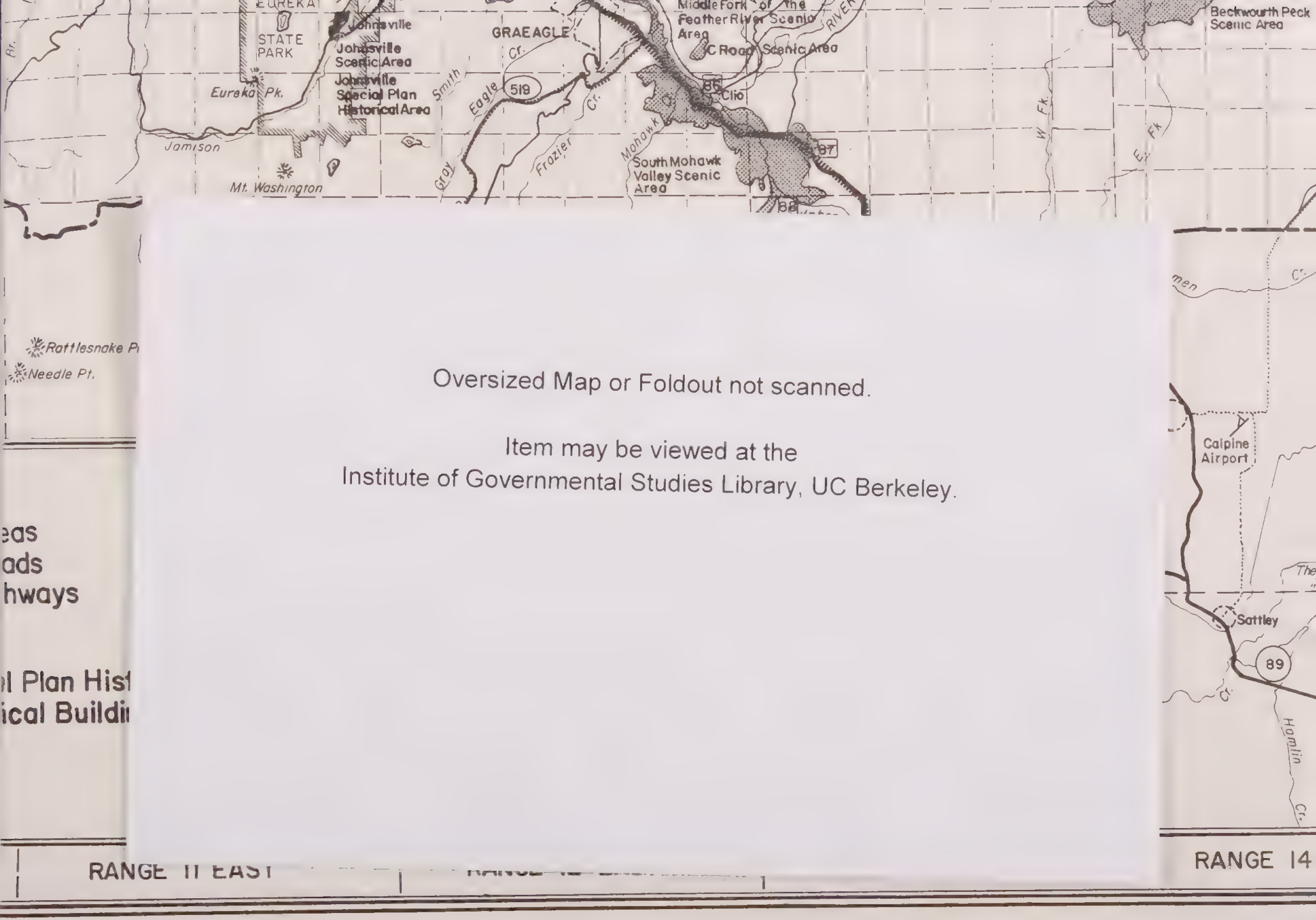

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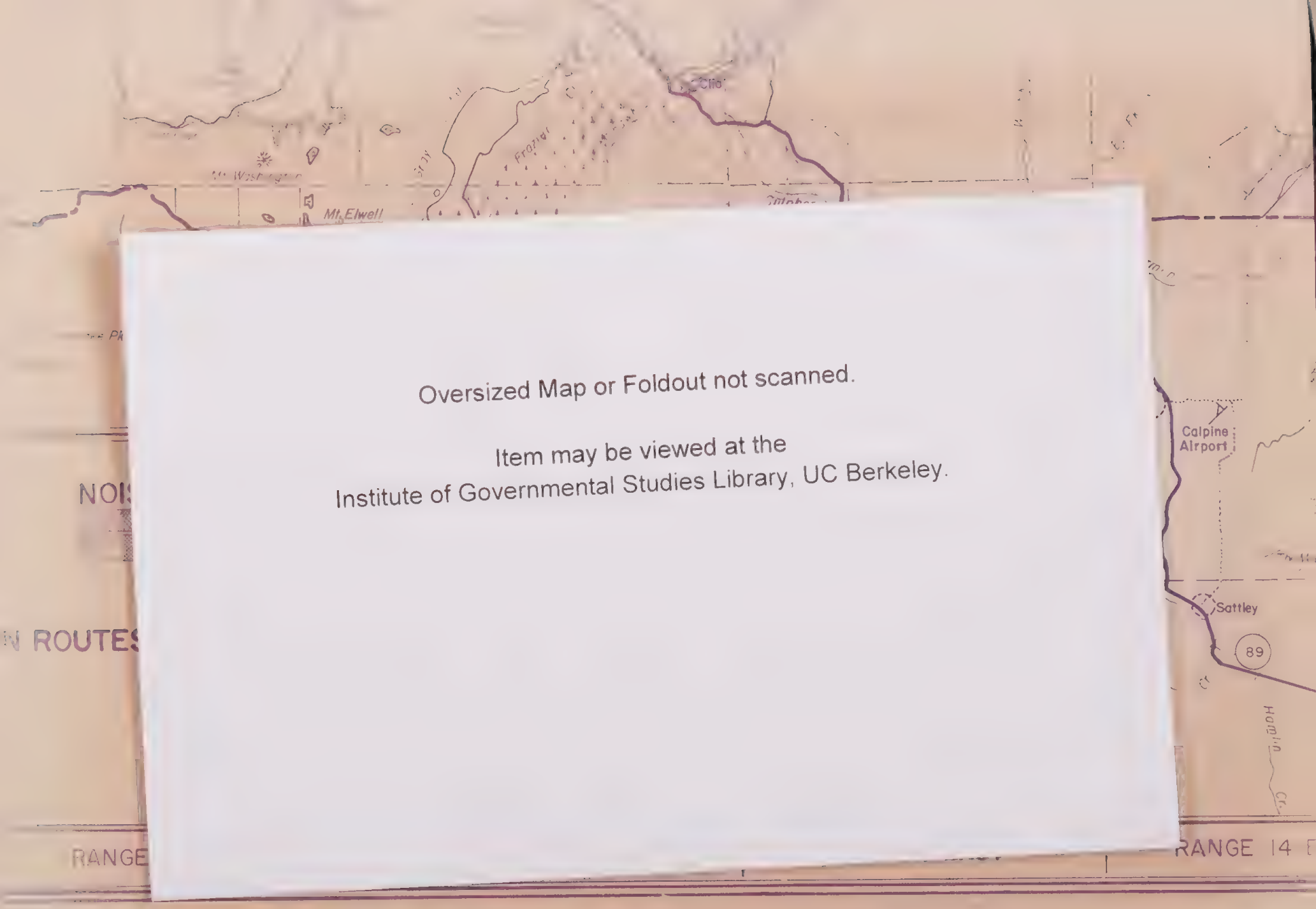

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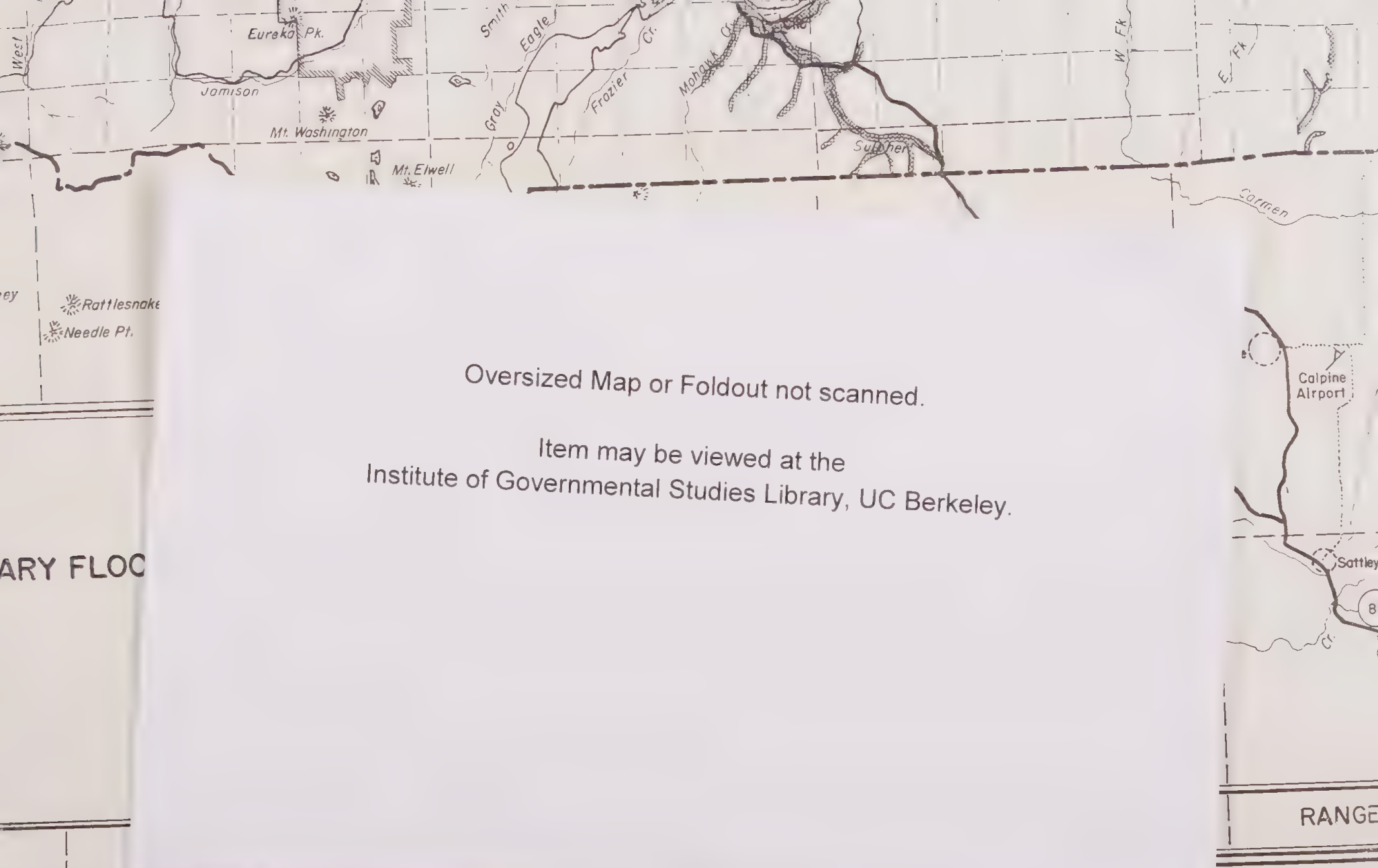
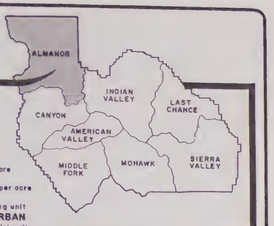


Oversized Map or Foldout not scanned.

Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.

ALMANOR

LAND USE



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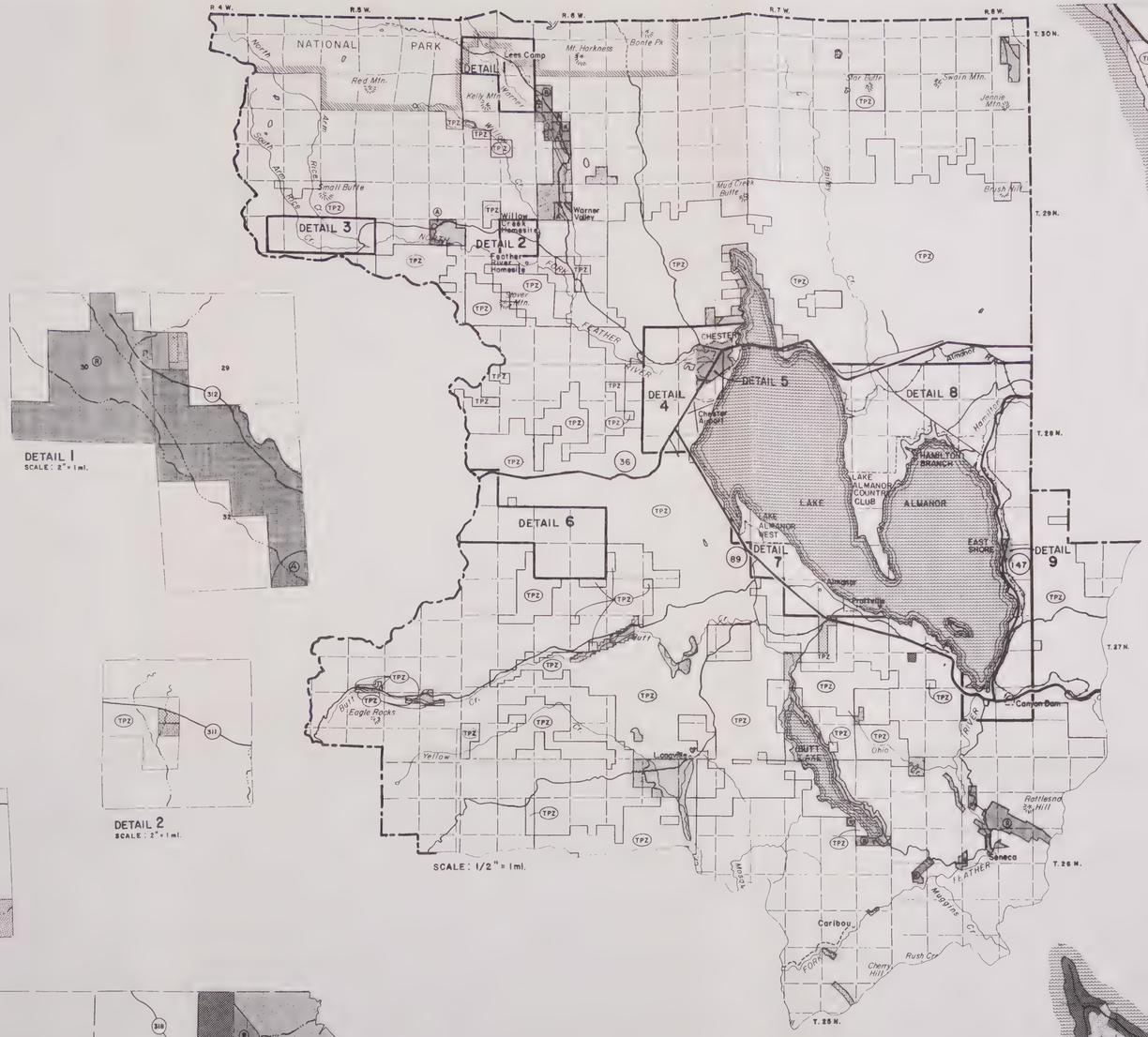
PLUMAS COUNTY GENERAL PLAN

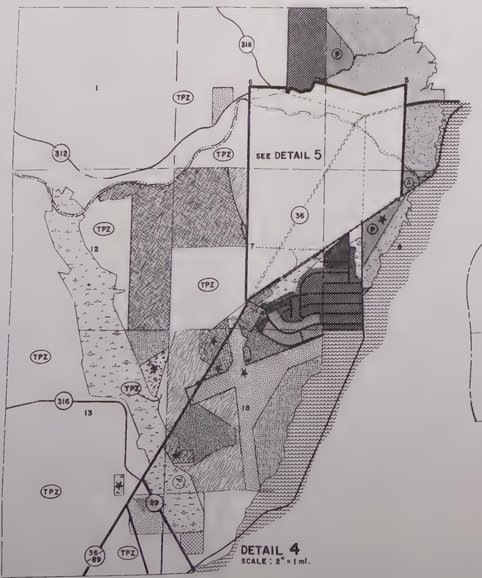
PLUMAS COUNTY PLANNING DEPARTMENT

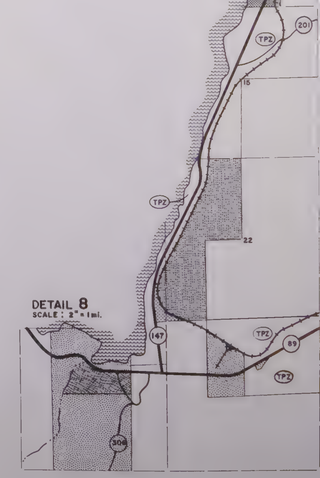
ADOPTED BY BOARD OF SUPERVISORS RESOLUTION 83-3721

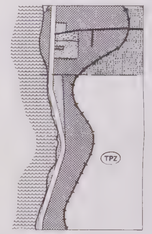
AMENDED							
DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION
10-16-84	84-3811	12-5-89	89-4445				
1-21-86	86-3970	8-21-90	90-5077				
4-7-87	87-4123	10-8-91	91-5237				
10-6-87	87-4180						
4-5-88	88-4245						
12-13-88	88-4327						



SCALE: 1/2" = 1 mi.



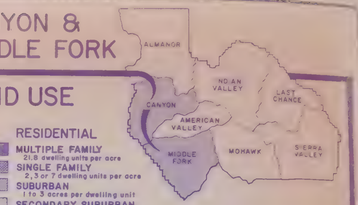




drawn by Terry L. Owens, August 1984

CANYON & MIDDLE FORK

LAND USE



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LAKE

★ PUBLIC BUILDINGS & GROUNDS

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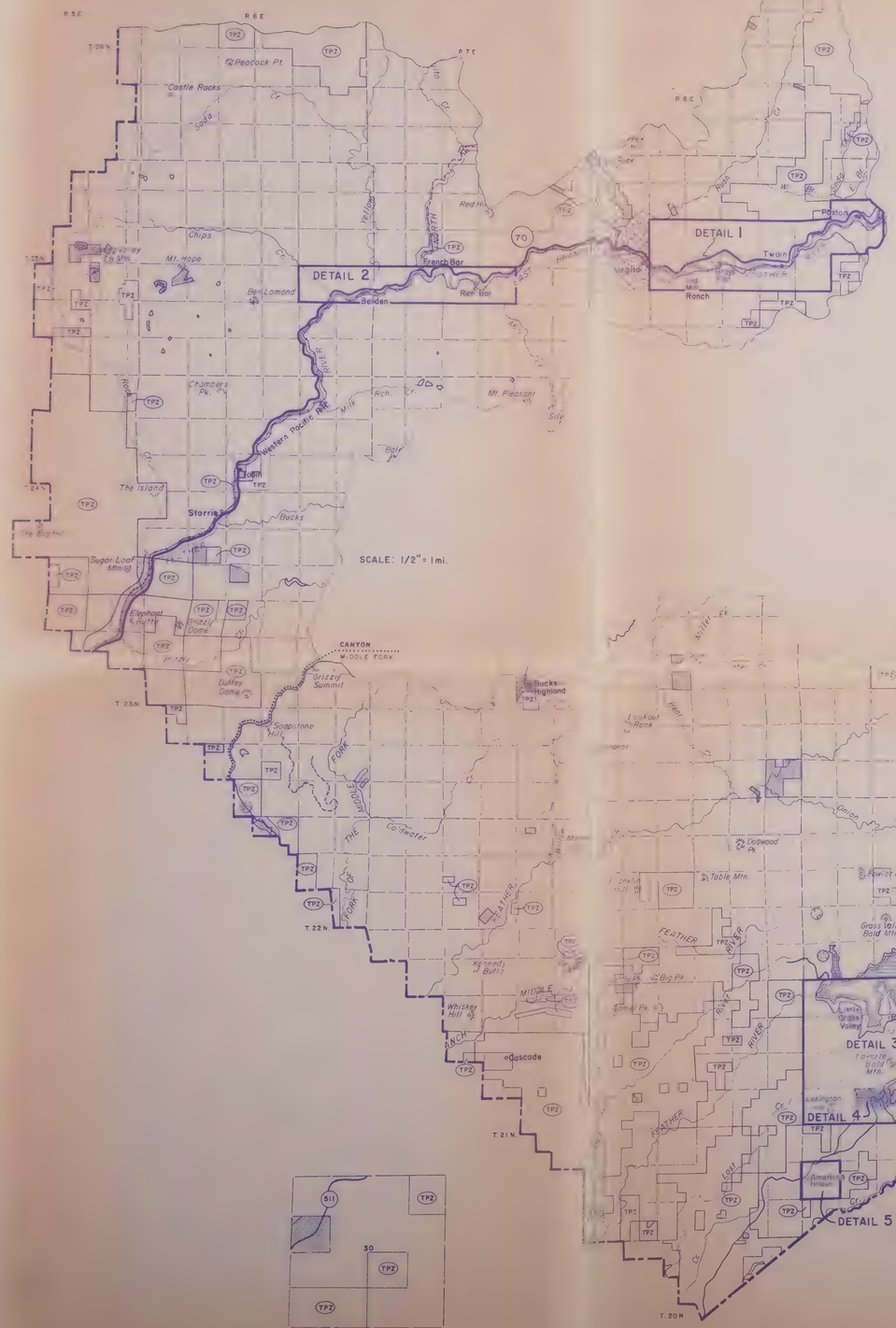
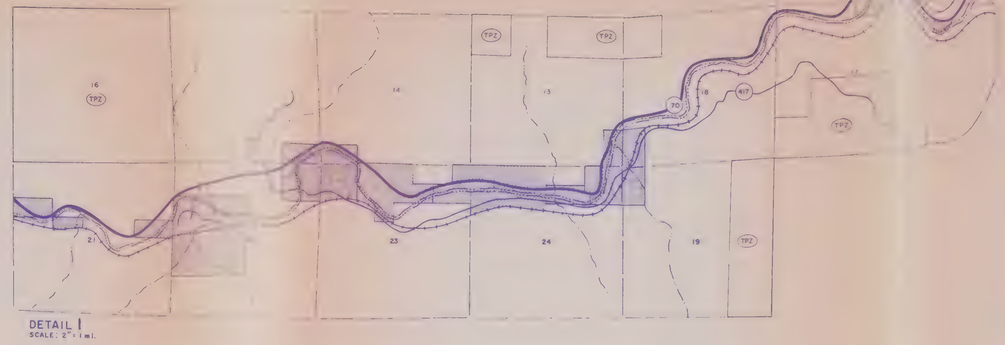
PLUMAS COUNTY PLANNING DEPARTMENT

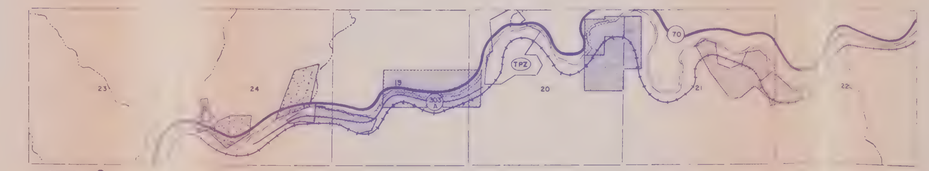
ADOPTED BY BOARD OF SUPERVISORS RESOLUTION 83-3721

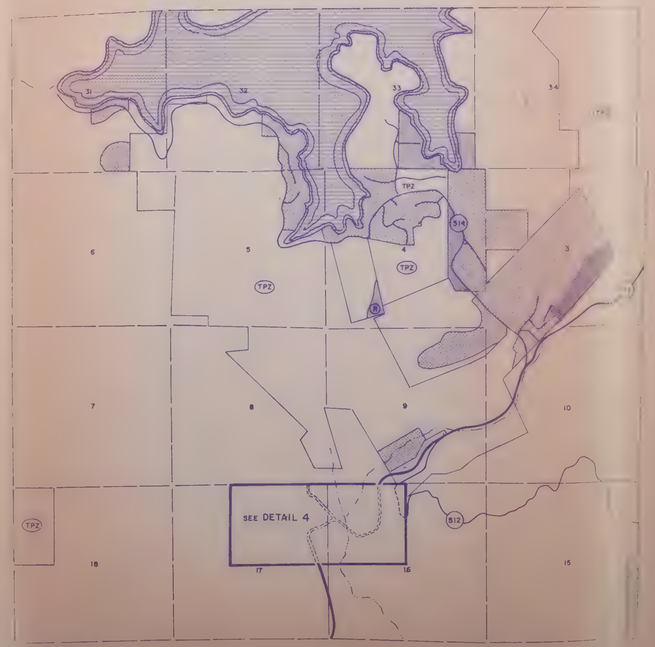
AMENDED

DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION
11-8-85	85-3935						
2-13-88	88-4327						
4-18-89	89-4364						
12-6-89	89-4445						

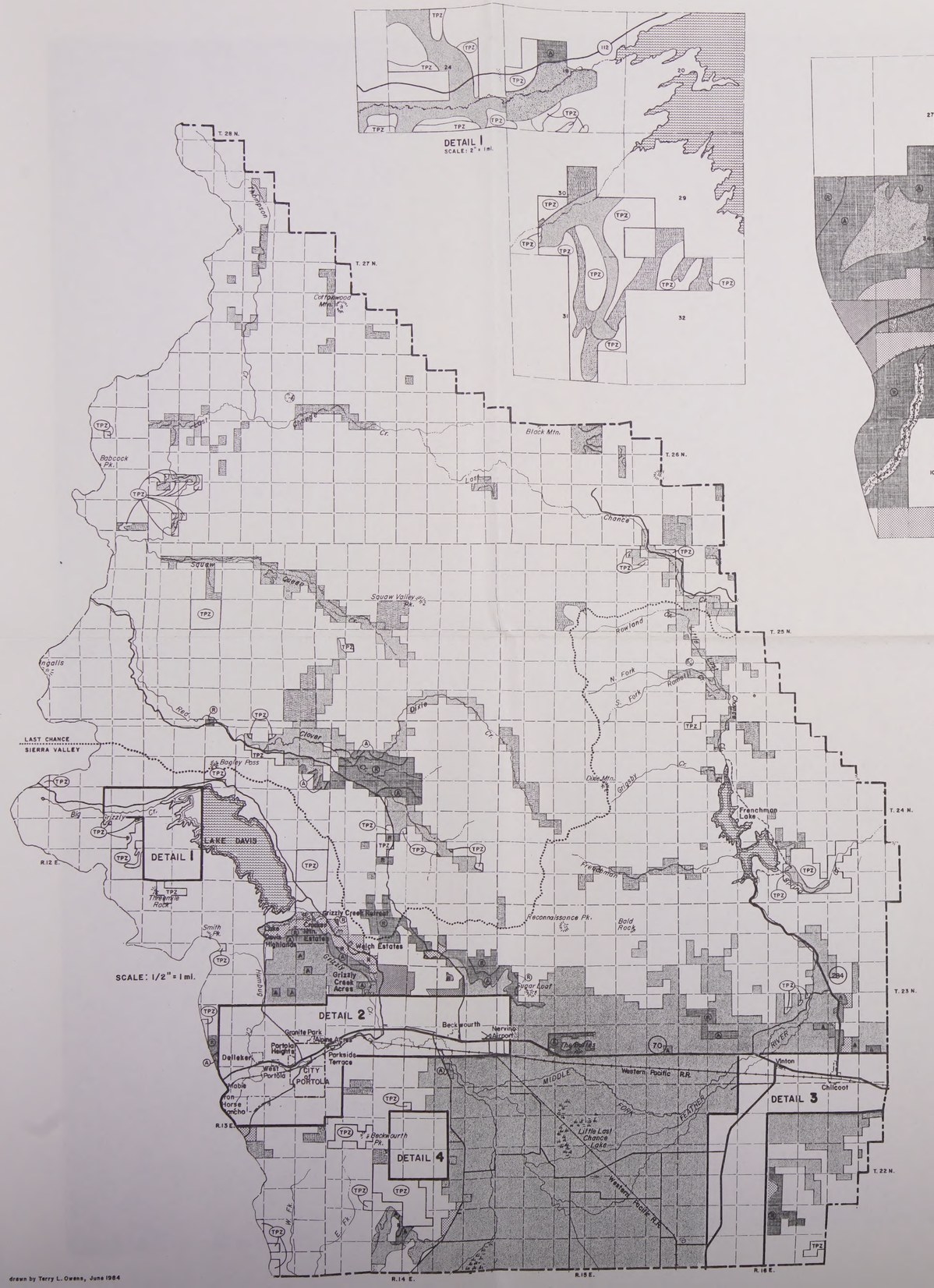








Drawn by Terry L. Owens August 1984



drawn by Terry L. Owens, June 1984

SIERRA VALLEY & LAST CHANCE

LAND USE

- RESIDENTIAL
  - MULTIPLE FAMILY 21.8 dwelling units per acre
  - SINGLE FAMILY 2, 3 or 7 dwelling units per acre
  - SUBURBAN 1 to 3 acres per dwelling unit
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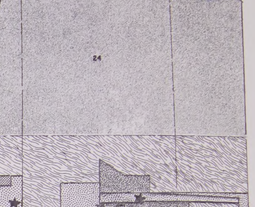

PLUMAS COUNTY GENERAL PLAN

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PLUMAS COUNTY PLANNING DEPARTMENT

ADOPTED BY BOARD OF SUPERVISORS RESOLUTION 83-3668

AMENDED

DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION
11-5-85	85-3935	4-18-89	89-4364				
5-6-86	86-4012	12-5-89	89-4445				
4-7-87	87-4123	5-1-90	90-5016				
6-9-87	87-4153	10-8-91	91-5237				
6-21-88	88-4270	12-3-91	91-5246				
12-13-88	88-4327						

INDIAN VALLEY

LAND USE

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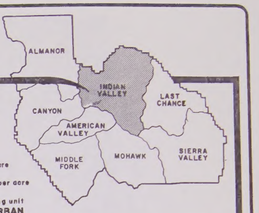

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PLUMAS COUNTY PLANNING DEPARTMENT

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AMENDED

DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION	DATE	RESOLUTION
11-5-85	85-3935						
12-13-88	88-4327						
12-5-89	89-4445						
8-21-90	90-5077						
10-8-91	91-5237						
12-3-91	91-5246						

SEE DETAIL 2

SEE DETAIL 3

SEE DETAIL 4

DETAIL 1

DETAIL 2

DETAIL 3

DETAIL 4

Western Pacific R.R.

Keddie Pk.

Moonlight Pk.

Cairn Butte

Red Rock Pk.

Long's Rock

Lights Creek

Engelmine

Evans Pk.

Rattlesnake Pk. #3

Eisenhelmer Pk. #4

Antelope Lake

Clarks Pk.

GREENVILLE

Mt. Hough View Estates

Crescent Mills

Round Valley Lake

Kettles Rock

Kessler Pk.

Wheeler Pk.

Mt. Jura

Taylorsville

Arlington Heights Estates

Arlington Heights

Indian Falls

Genesee

Genesee Woods

Red Cover Creek Ranch

Grizzly Pk.

Tower Rock

Walker Mine

R.9E.

R.10E.

R.11E.

R.12E.

R.13E.

T.27N.

T.26N.

T.25N.

T.24N.

SCALE: 1/2"= 1mi.

DETAIL 1
SCALE: 2"= 1mi.

DETAIL 2
SCALE: 4"= 1mi.

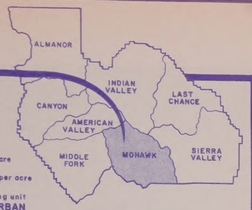
DETAIL 3
SCALE: 4"= 1mi.

DETAIL 4
SCALE: 4"= 1mi.

Drawn by Terry L. Owens, July 1984

PLUMAS COUNTY GENERAL PLAN

MOHAWK



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AMENDED

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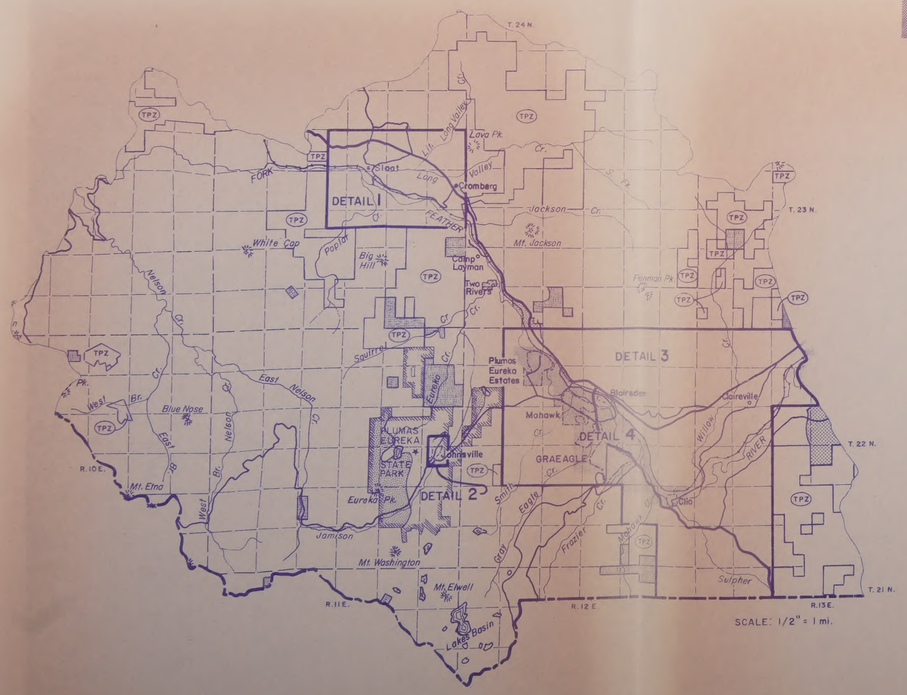
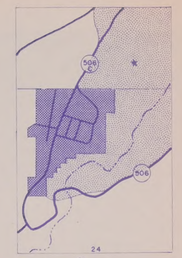
6-11-85	85-3886	12-15-88	88-4327				
11-5-85	85-3935	12-5-89	89-4445				
5-6-86	86-4012						
4-7-87	87-4123						
11-10-87	87-4194						
4-5-88	88-4245						



SCALE: 1/2" = 1 mi.



Drawn by Terry L. Owens, July 1984